

Minnesota Transportation Museum



Fall 1994





ST. PAUL-MINN - 10-1-51
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ARTHUR EMMETT

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CIRCULATION

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SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

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THANK YOU FOR YOUR GENEROSITY

-To Jim Kreuzberger for his donation to the PCC Fund.

-To Andrew Maginnis for finding and shipping three lenses for the PCC Golden Glow headlight.

-To Bob and Cliff Kubicek for the donation of a centrifugal water pump, steam turbin and duplex water pump for the steamboat Minnehaha.

-To Viking Electric for donating steamboat wiring supplies.

-To Viracon Inc. for donating all steamboat tempered window glass.

-To Steve Cossette and Aero Upholstery for donating the labor to recane the Minnehaha's interior seats.

-To Precision Paint Removers and Perry's Auto Body for sandblasting steamboat parts.

-To the many Steamboat Fund contributors (see page 15 for the complete list).

CORRECTIONS & NEW INFO

Fred Bruntjen's name was misspelled in the last issue.

* * *

Phil Sularz confirms that Soo Line's Shoreham shop goat #X-90 backed into the turntable pit in the early 1930's, causing the damage Larry Bohn found during the locomotive's restoration.

NOTES

For sale: One Briggs & Stratton 30 hp horizontal shaft gasoline engine and one Kohler 4 hp horizontal shaft gasoline engine. Both were retired operational. Asking price is \$25 each, as is, where is. Proceeds go to MTM. Call George Isaacs at 484-7512 or Roy Harvey at 926-6083.

* * *

Earl Anderson has compiled an index for Russ Olson's book Electric Railways of Minnesota and its 1990 supplement. To order a copy, send \$2.00 to Aaron Isaacs, 3816 Vincent Ave. S., Minneapolis, MN 55410.

* * *

Front cover: The C&NW's Winona & St. Peter line, now the Dakota Minnesota & Eastern, featured a scenic climb out of the Mississippi River valley. The limestone formation at upper left near Lewiston, was dubbed 'The Pulpit'. Library of Congress collection.

Inside front cover: The employees of the CB&Q's Dayton's Bluff roundhouse festoon themselves upon recently delivered 4-6-4 #3001 in 1931. MTM collection.

The End-O-Line Rail Park in Currie, MN (see the Fall 1990 Minnegazette) has finally achieved its longtime goal of acquiring a typical branch line steam locomotive. Last March they took delivery of ex-Georgia Northern 4-6-0 #102, a 1923 product of Alco's Richmond works. A picture of it appears on page 45 of the book Mixed Train Daily. The engine had last served the Norton Coal Co. in Ilsey, KY. It was purchased in 1965 by Richard Jensen of Chicago. In the late 1980's, part of Jensen's collection was scrapped due to his financial troubles. The rest was rescued by the Illinois Railroad Museum. End-O-Line's Louise Gervais had been beating the bushes for years trying to find an engine. #102 is partially dismantled and pieces are missing, so the Currie group has a lot of work ahead of them. For more info, call them at (507) 763-3113.

OBITUARY

Longtime MTM member Wayne C. Olsen died on July 29th at age 64. One of the midwest's prominent rail preservationists, his collection of photos and records of the Duluth Street Railway are the principal archive on that company. He shared his collection far and wide, and was a major contributor to several railroad books including the Electric Railways of Minnesota. He was MTM's primary historical resource during the restorations of streetcars #265 and #78. This year, Wayne donated much of his collection to the St. Louis County Historical Society, which is housed at UMD.

In the 1970's Wayne helped lead the successful effort to recycle the Duluth Union Depot, working closely with the late Don Shank and Frank King. He did much of the leg work that built it into one of the nation's premier rail museums. He served on the Lake Superior Museum of Transportation's board for many years, as its president for three years in the 1980's and was a reliable presence at the museum every Saturday for the past 25 years.

CHAIRMAN'S COLUMN

-John Diers

In a previous column I recommended visiting other museums and learning from them. Recently I traveled to St. Louis with **Aaron Isaacs** and **Bill Graham**, and stopped at several along the way.

At **Morten Jorgensen's** suggestion, we paused at the depot museum in Dows, IA. Small town depots lend themselves to adaptive reuse, and Dows has done well with theirs. Still on active trackage, this handsome brick and stone Rock Island building has been nicely restored and houses the local historical society and visitors center. It is staffed seven days a week. Signs on nearby I-35 announce it to passing motorists. As an exhibit, it has been paired with a gem of a blacksmith/machine shop across the street. A working shop until a couple of years ago when the owner died, it has an amazing collection of ancient tools and machines housed in their original context. Highly recommended.

We reached Boone, IA in time for the Boone & Scenic Valley's single 1:30 PM weekday trip. There are lessons in Boone for the Osceola operation. They have been in business for eight years and have built the ridership to over 40,000. Most of their seven miles of track is up to FRA class 2. They have completed two shop buildings and a new depot, which houses the ticket office, bathrooms and gift shop, and has a proper brick platform. Its contribution to the operation and its overall ambiance cannot be overstated.

Like us, they are playing catch up on passenger equipment. We boarded a train of two cabooses and four of the omnipresent open window Lackawanna commuter coaches. One of the coaches had been thoroughly rehabbed and looked great. All the bad body metal had been replaced, all the seats were reupholstered, the wood arm rests and window sills were nicely refinished, the clerestory windows were restored and functioning and new window mechanisms were in place. The other three coaches had received little work other than a temporary coat of exterior paint. The windows had no glass at all and generally the cars looked rough, like

our two Rock Islands used to. Given the comparative condition of the cars, we were surprised that the crew didn't seat some of the 100+ passengers in the rebuilt car. We had it to ourselves. In the shop is a Rock car that is being rebuilt from the frame up, including a wheelchair lift and handicapped accessible toilet.

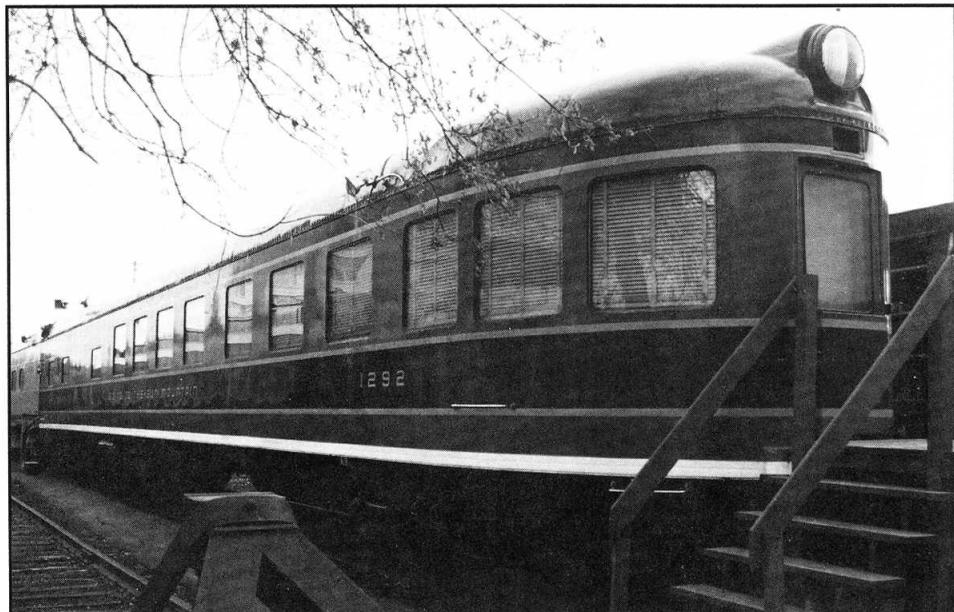
The line is as spectacular as a railroad in Iowa can get. After a mile of cornfields, it turns into the beautiful Des Moines River valley and crosses a towering trestle over a side ravine that was the highest interurban bridge in the country. It gradually descends toward the river, crossing a number of high fills and washout areas. The 1993 floods took away a piece of the line and it was

reopened late last year. A second large bridge crosses the river next to a YMCA camp. For the last couple of miles the track follows the river bank to Fraser, a former coal mining town where the Fort Dodge Line's power plant was located. The engine runs around the train via what appears to be a siding separated from the main track by several hundred feet. It was actually a permanent detour track built because the main flooded regularly. Another two miles of line is being restored but is not yet in service.

Despite having 30 mph track, the train crawled along, averaging about seven miles per hour. We asked crew members about this, and were told that the slow running was intentional



This lineup of restored Milwaukee Road and Great Northern passenger equipment is owned by a private individual and stored on the Milwaukee waterfront. It is reportedly for sale. The Empire Builder obs is the Going-to-the-Sun Mountain. Benn Coifman photos.



to let passengers soak in the scenery. I thought it was excruciating. I'm a believer in the 20 mph rule — if you go at least 20, the passengers won't be bored.

Although it wasn't running that day, the B&SV has strung wire over the mile of track from their depot to downtown Boone, a delightful stretch that snakes through the back yards of white wood houses. They run a couple of former South Shore cars on it, but are well into a thorough rebuild of Charles City Western's McGuire-Cummings interurban #50, which will be a fine addition to this operation.

At Oskaloosa, IA we paused at a Civil War vintage Rock Island depot that is a ruin. In Ottumwa, the modern Burlington depot turned out to be a 100 year old structure that was dramatically altered in 1950 to host stainless steel streamliners. It now houses both Amtrak and the local historical society. Out front sits CB&Q 4-6-4 #3003 (see #3001 on the inside front cover). Like many display engines, it is starting to deteriorate badly, and no one has the money to fix it.

In St. Louis we spent two hours touring the National Museum of Transport with its Executive Director **Wayne Schmidt**, now in his third year. For decades the National Museum was a superb collection slowly rotting in the open weather. Particularly sad were the 19th century jewels from the Purdue University collection, including an 1873 Winona & St. Peter 4-4-0.

I'm pleased to report much improvement since my last visit. Three new buildings have been erected, so that perhaps 60 percent of the pieces are under cover. One of these is a shop building, where an active restoration program is underway. In addition, the museum now employs a full time painter, whose work is quite evident, although he has a long way to go.

I'm a big station buff, so staying at the Hyatt Hotel in the restored St. Louis Union Station was a thrill. The building and its train shed are monumental as well as beautiful. It's fair to say that the station has become the retail and entertainment center of St. Louis, busy at all hours of the day. Several tracks remain on the north side where a number of private cars are stored. If there is a god, Amtrak will move back in someday.

Sometimes historic preservation takes unexpected but welcome forms. St. Louis' new Metrolink LRT exists only because it could recycle historic rail facilities. Most notable is the 124 year old Eads Bridge, the first Mississippi River crossing at St. Louis. Until the LRT, it sat disused, along with the L-shaped railroad tunnel under downtown that connected it with Union Station. The LRT also uses the station's old baggage tunnel to burrow under the train shed. Most of the route miles west of there follow the abandoned Wabash passenger line through Delmar.

While Bill was driving to Cape Girardeau, MO, to look at two more Lackawanna cars, Aaron and I visited the John W. Barriger III National Railroad Library, which is housed in the St. Louis Mercantile Library. No serious rail scholar should miss it. Mr. Barriger donated over 8000 volumes from his personal collection. We were there to see his photos. As he traveled the country by business car from the 1930's through the '70's, he recorded almost every station or interlocking he passed. From the Twin Cities, he rode the Milwaukee Road to La Crosse and Ortonville, the Burlington to La Crosse, the Chicago Great Western to Oelwein, the Great Northern to Fargo, the Rock Island to Albert Lea and the Minneapolis & St. Louis to Albert Lea and Fort Dodge. A pleasant surprise was several pictures of our business car #A-11 (then #A-1) at Bieber, CA in 1931 for the opening ceremonies of the Inside Gateway Route. We noted all the Minnesota scenes and ordered some reprints, which you'll be seeing in future Minnegazettes.

At Keokuk we checked out the Philadelphia & Western Strafford car now running excursions on the Keokuk Junction short line. A boxy, unmemorable car in its Philly days, it looks pretty Midwest with trolley poles and a coat of traction orange paint. There being no overhead wire, it trails a generator mounted on, of all things, a PCC truck. Its terminus is the restored depot, where local volunteers removed six coats of paint, a false ceiling and temporary office partitions to reveal an oak interior and a waiting room of church-like dimensions.

Next came Mount Pleasant, IA on the eve of the annual Old Threshers Reunion. We visited Shop Services, Inc., the for-profit company that grew

out of the narrow gauge Midwest Central RR. Shop Services has become an outpost of steam and machine shop expertise, with a hand in many recent steam revivals, including #328. Much of their business is equipping amusement parks with fictionalized trains converted from small tank engines and the like. The result would make any purist wince, but the workmanship is excellent. They recently completed a 3 foot gauge backyard railroad with working steam locomotive for **Michael Jackson** (yes, THE Michael Jackson). Weird.

At the other end of the grounds is the carbarn of Midwest Electric Railway Assn. Their one mile loop circles the parking areas, and they haul thousands of passengers on their eight cars during each year's Reunion. Inside the barn, Chicago Aurora & Elgin 1914 wood Jewett interurban #320 was getting its first rehab since leaving active service. #320 is like many of the completely intact cars that were acquired during the 1950's. Under the shiny paint it needed a lot of work. Our #1300 is another such case. Rebuilds offer the chance to backdate the car to something closer to its original configuration. In #320's case, this means restoring the arched windows that were covered in the '40's for a more "modern" look.

As an added treat, our hosts allowed us to run Toronto PCC #4476. None of us had ever piloted a PCC before, but it seemed like a timely skill to learn.

Before leaving town, we stopped by Mount Pleasant's ex-Burlington Amtrak depot. It was recently restored jointly by Amtrak, BN and local volunteers. The result is a joy that looks like 1928. They relaid the brick platform. It was a hot day, but the waiting room is not air conditioned. Ventilation comes in through the two screen doors. How many non-air conditioned public buildings can you think of?

The trip's final highlight came in Mason City. The Iowa Traction is always worth a look, and sure enough, we caught up with a 1920-vintage steeple cab hauling two covered hoppers through the open country. We rolled down the windows and paced it at ten miles an hour. The gears growled and the



MTM recently acquired these three ex-TCRT GMC 5105's from Lorenz Bus Company. One will be scrapped for parts. They are stored at Jackson Street.

Louis Hoffman photo.

trolley wheel hissed as the old motor clumped over the opposing rail joints. To heighten the anachronism, the motorman wore a pony tail. There must not be a deadman control, because he left his post for a moment to rummage around in the back while the engine ambled on unattended.

After a few miles we broke off to get ice cream cones at a store across from the tracks. We asked the middle aged lady who was serving us what she thought about the rolling antique. "It's that old?", she responded. "I've lived here all my life and didn't think anything of it." There's a universal truth. The best historic preservation is not to get rid of it in the first place.

BOARD OF TRUSTEES

July 1994

-Approved the 1994 Jackson Street Roundhouse budget.

August 1994

-The Board did not meet.

September 1994

-Discussed continuing to haul freight at Osceola.

-Discussed membership dues and privileges.

-Discussed role of Jackson Street building manager.

"Busman's Holiday" at Seashore

On a recent family trip to the Maine coast, I spent the day at the Seashore Trolley Museum in Kennebunkport. The highlight of the visit was a trip aboard TCRT #1267, restored to its as-built "gate car" configuration under the sponsorship of MTM member Doug Anderson of Rochester.

My first glimpse of #1267 was in the shadows of Riverside Carbarn. Even there, the craftsmanship of the staff and volunteers at the Town House Shops was evident: the fresh yellow paint with green trim and silver striping shone under the dim lights. #1267 looked even better in the bright Maine sunshine. We followed the revenue car, Red Arrow Lines center entrance #62, from the Visitor's Center Loop to Talbott Park. The loop at Talbott Park needs several more poles and wire to make it operable, finally letting single-ended cars like #1267 (gate cars didn't even have backup controls) avoid backpoling the length of Seashore's main line. On the trip back to the Visitor's Center, I had the privilege of operating #1267, which is to be dedicated in October. Russ Olson will represent MTM at the festivities. More on these ceremonies in the next Minnegazette.

Seashore has made much progress since my last visit in 1989. The grounds are nicely landscaped and spare parts are neatly stacked and, for the most part, out of the view of the public. The level of volunteer activity on a Thursday was most impressive -- Town House Shops was alive with activity, five cars were in revenue service, and numerous moves of work and deadhead equipment were noted. My thanks to Thomas Bergen and Dan Cohen for their warm hospitality.

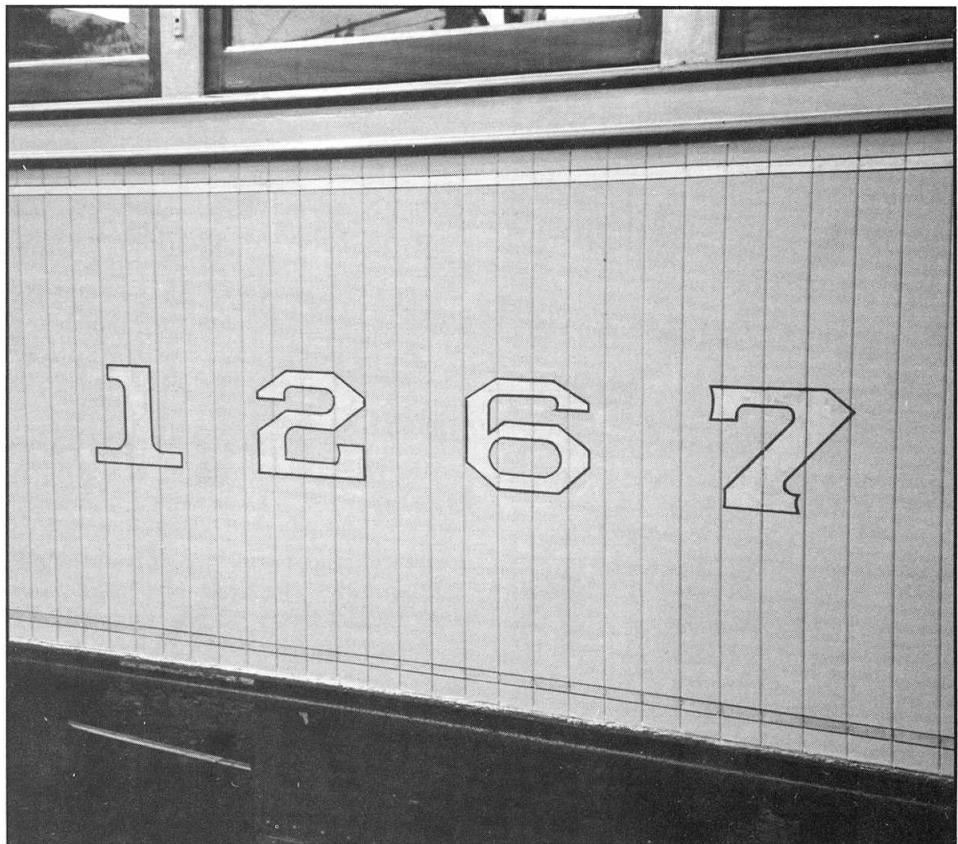
Engineering Department

Visitors to Lake Harriet this fall on Saturday mornings will have noticed track work in progress. In order to keep up our almost one mile of track, Chief Engineering Officer Walt Strobel scheduled track crews beginning after Labor Day weekend, through the end of October, supplementing the usual spring track work. In addition to volunteer work, the Traction Division is budgeting \$3,000 per year for contracted track work, accelerating the upgrading of the line.

This will be augmented by more than \$20,000 of the Traction Division's ISTEA funding, if finally approved. In the interim, **Roy Harvey** (who else?) patrolled the line, fixing what needed to be fixed, greasing curves, and the like. Thanks, Roy!

As usual, **Bill Graham**, **Roy Harvey**, and **Mike Buck** have done a yeoman job keeping the grass and shrubbery trimmed. **Karl Jones** and his garden crew of **Mike Buck**, **Clyde Stephens** and **Sue Wilson** have kept the depot garden blooming and weed-free. If you can help with the grass, please call **Louis Hoffman** at 729-0442 (especially if you could coordinate and schedule volunteers). If you can help with the garden, please call Karl at 427-7891.

On your last trip at Lake Harriet, you may have noticed the steps and railings at the old Cottage City Carstop in plain view. This is no accident. It's due to the hard work of **Mike Miller** and the cooperation of the Minneapolis Park and Recreation Board, especially **Jim Fagrelius** and the Board's "Adopt a Park" program. CHSL, notably Mike, has adopted the Cottage City area, which involves clearing the brush. As reported in the



The restoration of TCRT #1267 by Seashore Trolley Museum is so good, it deserves another look. Louis Hoffman photos.



last Minnegazette, the Traction Division's ISTE funds, if finally approved, will be used to fully restore Cottage City to a safe, working carstop. For the time being, operators are being encouraged, on slow days, to pause briefly at Cottage City, point out the remnants of the old carstop and our plans for its future, and perhaps give a brief history of the stop and how it came to be.

Mechanical Department

As operations draw to a close, activity is just beginning at Linden Hills Shops. Crews work every Wednesday evening beginning at 6:30 and on the first and third Saturday mornings of the month beginning at 9:00. Please stop by -- there's lots to do. Plans this winter are to complete the replacement of #1300's roof. There are always PCC parts to work on. If you're not handy (or don't like heights), no one has polished brass for a long time. It's amazing how much better the cars look with bright, shiny brass.

There's major work in store for #265, both short and long term. In the short term, crews this winter will look at the air compressor. Operators may have noticed that it takes far longer to pump up the air pressure in #265 compared to #1300. In addition, during routine operations, the compressor runs longer when recharging the air tanks (usually when the motorman is trying to give the end-of-the-line talk).

George Isaacs has studied the problem and theorizes that the exhaust valve isn't seating properly, the piston rings are badly worn, or both, allowing blow-by. Another problem is that the compressor is rigidly mounted to the underframe, transmitting vibrations (noise) directly to the carboddy. This winter, crews will disassemble and recondition one of the two CP-27 compressors in inventory, testing it by temporarily connecting it to #265, checking the charging and recharging times in comparison to the current compressor. If this is the problem, the present compressor will be removed and the reconditioned one will be installed in a new arrangement using the three rubber vibration mounts in stock. The reconditioned compressor will then be mounted on the underframe and connected to the air system using flexible hose and a

check valve. The check valve will provide double protection against a less than perfectly functioning exhaust valve. We also hope to connect a small pressure gauge to the brake pipe so the motorman knows how much air is being applied during braking.

In the long term, a professional rebuild of #265's trucks is planned after PCC #322 is in service. This will delay the replacement of #1300's floor and the repair of its frame.

PCC update

-George Isaacs

By the time you receive this Minnegazette, we will have:

1. Completed assembly of the two trucks. The trucks have all new shock absorbers and the electric brake actuators have been completely rewired and tested.
2. Fitted the rear anticlimber and its supporting part of the underframe to the carboddy.
3. Built up the opening in the front dasher with fiberglass to receive a genuine PCC headlight. The fiber glassing was done by **Dick Stoner**.
4. Cut and welded into place the floor pan that joins the under-frame to the front dasher. The job was done by MCTO (formerly MTC) employees **Jan Homan** and **Greg Stigen**, and MCTO retiree **Eldon Peterson**.
5. Installed new sheet metal for the rear stepwell (see photos below).
6. Installed new metal covers for the front and rear solenoid operators that control the heat dampers.
7. Fabricated a new side destination sign window assembly. The original was removed in corroded pieces.
8. We finally finished needlescaling, priming and treating with rust inhibitor, and painted the underframe.



Contrast the deteriorated rear stepwell of PCC #322 with the new one that was recently installed. John DeWitt photos.

Again, I have nothing but praise for the volunteer workers and foremen who have brought this project forward. Remember, we only work on Saturdays. We need additional volunteers with the following talents:

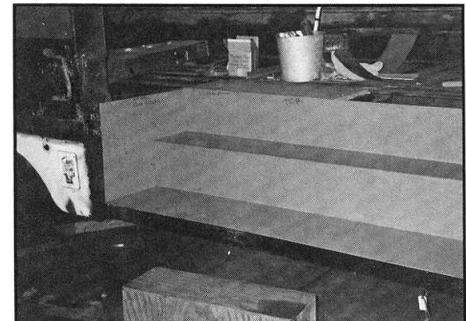
1. Welder experienced with MIG welding equipment to handle metals of 3/16 inch and thinner.
2. Electrical controls technician or designer to assist me in tracing circuits and rewiring where required.
3. Sheet metal worker to repair existing metal parts or fabricate new ones of 16 gauge or thinner.

If you exist out there in our MTM membership and can spare three hours a month on a Saturday, please call me, **George Isaacs**, at (612) 484-7512.

Lastly, in the process of investigating the best way to remove the old paint from the body of the car (not the roof), I find that the cost may run as high as \$4500 to treat 600 square feet. The reason is lead bearing paint, which must be properly removed and disposed of legally. I urge you members to loosen up the purse strings and send a check to: **PCC Fund, MTM, 4707 Lyndale Ave. N., Minneapolis, MN 55430**.

Motor Bus Department

As part of our agreement with the Park Board to build the new carbarn, we agreed to discuss the possibility of using our bus fleet to run a shuttle service from remote parking lots to Lake Harriet. The Park Board is very interested in using our buses to relieve traffic congestion at the lake. In addition to the environmental benefits, heavier use will benefit our buses which now spend most of the year sitting idle at Nicollet Garage. I will be discussing this with Assistant Park Superintendent **Al Wittman** over the winter.



The Traction Division's motor bus fleet isn't in good shape. As many of you know, TCRT #1399 canceled its appearance at the picnic in Osceola on the advice of MCTO maintenance staff. It has bad piston rings and needs an engine overhaul. TCRT #630 is ailing too: while serviceable, its engine needs an overhaul as well. The difficulty in getting this done is compounded by the lack of parts for and people who know how to maintain a 1941 Mack transit bus. This winter, Traction Division management will be pondering these issues and meeting with MCTO officials to discuss the future of #630 and #1399. In addition, Traction Division management will be discussing ways to restore and maintain the new additions to the fleet, including corporate sponsorship by Mack and General Motors. Anyone with ideas or connections to Mack or GM should call **Louis Hoffman** at 729-0442 or **Al Jensen** at 421-2906.

Former MTC/TCRT GMC 5303 #103 remains stored indoors at Nicollet Garage, under the care of MCTO. #1488, the former MTC AM General, is at Jackson Street and needs limited work (we think) to get it started. At that time, it can be moved indoors to space generously provided by Ryder, arranged by **Joel Gensler**. This is contingent on the bus being movable under its own power so it can be easily relocated if Ryder needs the space for its own needs. The three former TCRT/MTC GMC 5105's remain at Jackson Street. The plan remains to scrap one, use one for storage and parts, and restore the third, #1303. The mystery Yellow coach also remains at Jackson Street.

The plan this winter is to assess the situation, ensure that all vehicles are stored either indoors or securely tarped, and make plans to return #630 and #1399 to service on a dependable basis by next Spring. After that, #103 and #1488 appear to be the best candidates for restoration, perhaps even in time for next year's ARM convention, followed by #1303.

Anyone with an interest or skills in restoring and maintaining buses should call **Al Jensen** or **Joel Gensler** at 879-0458.

Operations Department

Despite what has seemingly been a beautiful summer compared to last year, what rain we've had has hit streetcar operations unusually hard: three total rain-outs, three rain-shortened days, two on the weekend, and two days in which operations occurred under threatening weather all day, one on a weekend.

Even with the rain, 1994 ridership through July 31 was more than 500 ahead of last year's July 31 total of 23,839. Of the 1994 total, 24,172 rode on scheduled streetcars, 17,085 were paying passengers, and 1,236 rode on chartered streetcars. There have been a total of 1,069 trips on 69 days, or 15.5 trips per day. #78 carried 3,666 passengers on 22 days, #265 carried 12,140 passengers on 26 days, and #1300 carried 8,366 passengers on 22 days. The average passenger count per day is 384 in scheduled service and 69 per day on charter days. The best day was Sunday, July 24 on which 1,106 passengers rode #265. The estimated number of operator hours is 802. There were two weddings on board the cars.

calling is in addition to the myriad of other duties required to keep operations going. If you even think you might be interested, we'd love to hear from you. Please remember that the cars don't run if there's no one to schedule the crews. At this point, if Al and John call it quits, our only option is to pay someone to do the work, clearly not a good option.

Passenger Services Department

The Minnehaha Depot is enjoying a banner year, both in terms of the number of visitors and volunteers and financially, despite major construction at Minnehaha Park. Thanks to Station master **Corbin Kidder** and a growing list of volunteers, including **Fred Beamish**, **Bob Branchaud**, **Mike Buck**, **Burt Foster**, **Joel Gensler**, **Scott Heiderich**, **Louis Hoffman**, **John Kennedy**, **Bill Marshall**, **Art Nettis**, **Herb Pinske**, **Hilmar Wagner**, and **Terry Warner**, for a job well done. Through June 19, less than one-third of the depot's operating season, 620 people visited the Princess on 21 days, making a 2,000 visitor season a real

1994 Como Harriet Ridership				
	Regular	Charter	Tokens	Trips
May	3,526	68	2,649	179
June	8,495	385	5,782	411
July	12,151	783	8,654	479
Total	24,172	1,236	17,085	1,069

Thanks to Chief Cashier **John Prestholdt** for compiling these statistics.

The Como-Harriet Streetcar Line needs two or more dedicated volunteers to handle crew calling for the 1995 season. You don't have to be a current volunteer to qualify. All that's needed is good humor, patience, perseverance, and good telephone skills. Ideally, two people are needed; one to schedule the foremen and station agents and one to schedule the operators. If you're interested in volunteering or in finding out more about what's involved, please call Superintendent of Operations **Al Jensen** at 421-2906.

The incumbent crew callers, **Al Jensen** and Assistant Superintendent of Operations **John Kennedy**, have done a yeoman job, John for four seasons. They both need relief, especially since crew

possibility in the near future. The increase is due to better publicity: Minnehaha Depot brochures and postcards are now available at the Linden Hills Depot and the Traction Division publicity juggernaut obtained some very helpful press for the open house in May, raising the depot's profile.

On the volunteer front, Minnegazette readers will recall that a previous plea for volunteers noted that, in 1993, Corbin staffed the depot about eighty percent of the time. In 1994, the figure has dropped, though not nearly enough. Corbin notes, however, that August 1994 marks the first month ever that he has not had to staff the depot. When you get your Traction Division survey next January, please remember the Minnehaha Depot.

Financially, the Minnehaha Depot will break even and perhaps even turn in a surplus for the first time ever. This is due to higher visitation and the brisk sale of a recently discovered cache of beautiful color Minnehaha Depot prints, a lovely winter scene. If you'd like one and can't wait until the Princess reopens on May 28, 1995, please contact Corbin at 227-5171. They make wonderful holiday gifts.

Big changes are in store in the coming years at Minnehaha Park. The Minneapolis Park and Recreation Board has planned major improvements at the park. As you may have noticed, the Longfellow House has been moved across Hiawatha Ave. to its new site as the park's visitor's center. The WPA footbridge across Minnehaha Creek is being rebuilt. The main entrance to the park, and expanded bus parking, will be much closer to the depot, so more volunteers will be needed, as attendance should continue to increase. Thanks to the Park Board, especially Sandra Welsh, for their assistance and cooperation and for including MTM in the plans to improve the park.

Safety and Training Department

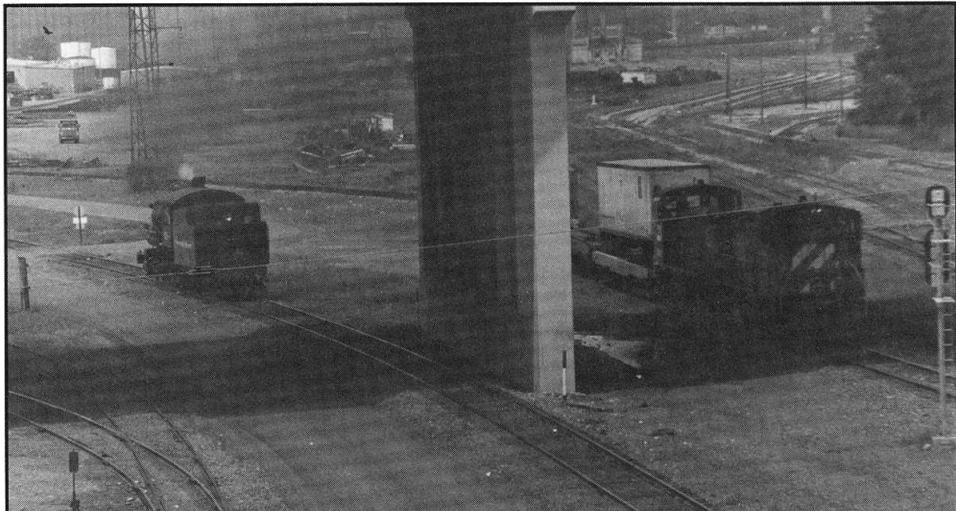
Welcome and thanks to the following new and returning operators who joined the Traction Division for the 1994 season: **John Allison, David Gepner, David Jasper, Richard Lutes, Russell Olson, and Michael Sciortino.** Thanks to Superintendent of Safety and Training **Karl Jones**, Inspector **John Kennedy**, and Trainers **David Boone, Mike Buck, Harold Dalland, Bill Graham, John Prestholdt, and Terry Warner** for their hard work in qualifying these new operators and in requalifying and reexamining the rest of us.

RAILROAD DIVISION REPORT

MTM hauls freight

MTM has been moving freight cars from Withrow to points on the Dresser Subdivision for the Wisconsin Central. This is a temporary service for the WC, which has been struggling to handle all the business coming its way during the Soo Line strike.

The Dresser Sub normally receives or originates a handful of general



#328 passes Highway 280 and a BN transfer on its deadhead trip to Osceola on July 1, 1994. Benn Coifman photo.

freight (non-ballast) cars each week. Logs are loaded in Amery and Dresser, and fertilizer is received at Osceola and Amery. When this happens, WC has to deadhead an engine from Stevens Point or Chippewa Falls. With power and crews at a premium during the strike, WC asked MTM to act as its agent and handle the freight. MTM receives a credit which is deducted from the monthly trackage rights payment for O&StCV trains. WC also assumes all liability and holds MTM harmless.

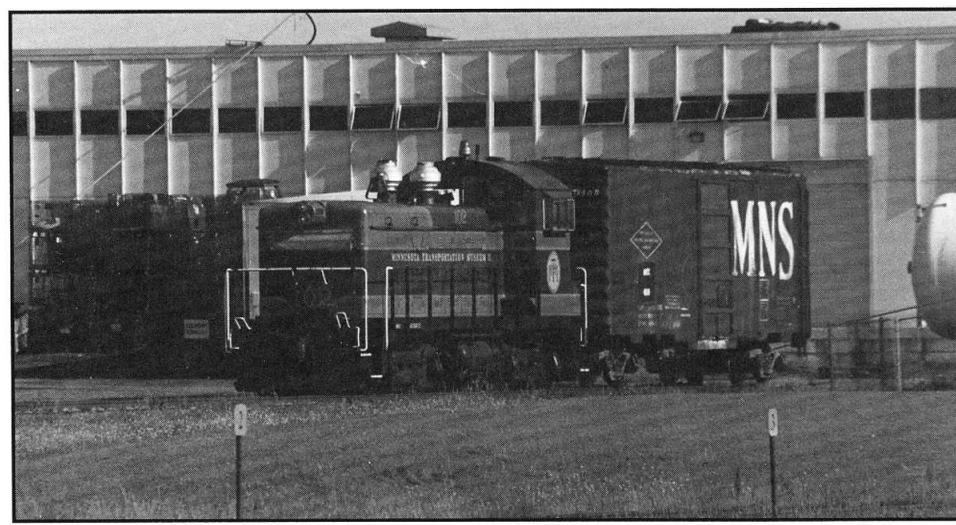
The first loads were hauled in August. To date about 25 cars have been moved. Ballast trains are not part of the agreement. All the ballast trains are run by the Soo Line, and were annulled during the strike. The WC doesn't use Dresser Trap Rock.

It is unclear if the present arrangement will continue. At its September

meeting, the MTM Board discussed the issue and determined that future freight service would probably require WC to continue absorbing insurance costs. In addition, winter operation would be impractical without a heated engine facility. The Board will be studying the matter further.

Storage agreement signed with North Star Rail

North Star Rail, operators of Milwaukee Road 4-8-4 #261, reached agreement with MTM to store two of their passenger cars at the Osceola industrial park. In exchange, MTM will use the cars when available to increase peak capacity during fall colors, when sellout loads are the rule. The cars are former Louisville & Nashville lightweights built for the Chicago-Atlanta Humming Bird.



Diesel #102 sits at the Osceola industrial park with MTM's recently acquired MN&S box car. Benn Coifman photo.



Ward Gilkerson backs #328. Louis Hoffman photo.

Rail equipment update

-Richard Fish

Crews have been working at Jackson Street Roundhouse throughout the summer. Although the number of people who have made themselves available has dropped since June, we have a larger regular crew than in the past. A total of 35 different members signed the volunteer register in June and early July. The number dropped to 21 after steam engine #328 left for Osceola the first week of July. This represents a good core group and is significantly better than the summer of 1989 when we had a core group of four.

Since July, Jackson Street crews have been concentrating on streamline coach GN #1097. There was a lot of water damage in the former lounge, so **Richard Kasseth** and **Paul Dalleska** began removing the sink counters and stainless steel wall covering installed by the Great Northern for lunch service. The inner wall and a cover plate that had been installed over a

window were removed, revealing severe water damage. They pulled up the plywood cover and found that the original floor was totally deteriorated from the wall in about three feet. These problems were much worse than had been thought.

Most of our efforts have centered around this wall area. Paul ordered a replacement for the severely rusted window opening. The old side sheet was cut out around the rusted opening and the replacement welded in. Sounds easy unless you were the one grinding out the spot welds holding the old side sheets in place. After Paul completed the welding, **Harold Ellingson** and **Bill Bruce** spent a good deal of time grinding down the welds for finishing. Harold and Bill, along with **Bill Graham**, **Mark Dullenger**, new member **George Stone** and myself, spent a great deal of time getting the interior ready for a new floor.

It is apparent from doing this work in the lounge area that this not the first time the side sheets around the window or the floor have been repaired. Our

main window man, **Wes Barris**, worked on getting some ready for the lounge, and repairing some of the fogged windows in the coach section. A project that started out to fix an inside wall has become a major restoration.

In addition to the lounge, **Paul Dalleska**, **George Bergh** and **Steve Collin** worked to get the "ice engine" for the air conditioning running. It barely ran at all last year. Paul upgraded the propane supply, and George and Steve finally got the engine to start reliably. The roof needed painting, so **Noel Petit** prepared it, with the help of a Boy Scout from his troop. **Dave Redding** and **Bob Flood** helped with some of the exterior restoration and **John Peters** worked on the brake system.

NSP 45-ton switcher #5 has received some work under the direction of **Larry Schulte**. **Paul Spyhalski** has spent time preparing NW2 #101 for future service. **George Bergh** has been preparing the old Westinghouse boxcab for painting, a project that is

long overdue, considering a donation of \$1000 was made for this work several years ago. **John Oliver** and **George Stone** have spent several evenings cleaning out the tender of steam locomotive NP #2156.

We've learned a little more about our Lackawanna commuter coach #2232. It was built by Pullman in 1925 for New York commuter service, which was then steam powered. With the coming of electrification in 1930, it was rebuilt by American Car & Foundry, receiving a control cab, headlight and pilot at one end, as well as trainline wiring for multiple unit operation. It is 70 1/2 feet long over the buffers, and seats 72.

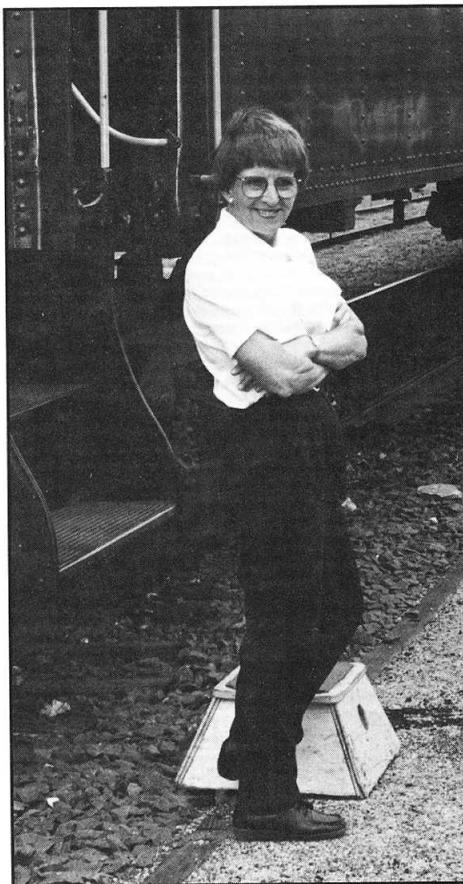
Other volunteers have been working at Osceola. **John and Marcia Diers**, with help from some of our Wisconsin members, did an excellent job on the interior of business car GN #A-11, which entered service just before Labor Day. The exterior repaint will have to wait until after the operating season. **Larry Schulte**, **Shorty Manley** and **Noel Petit** did maintenance on the diesel locomotives. **Keith Skeivik** and **Ward Gilkerson** headed up a boiler washing crew for NP #328, plus other steam maintenance needs that arose in July. **Richard Kasseth**, **Bill and Bruce Pfannes** and myself helped **Paul Dalleska** maintain the passenger cars.

Our goals for this fall include removal of the remaining equipment from Stillwater, completing structural work on GN baggage car #265, and starting the restorations of heavy-weight coach DM&IR #30 and North Coast Limited lightweight coach CB&Q #598. We need skilled wood workers. #30 has a wood interior that needs complete restoration, although many of the original pieces are available. Also, we need to pay some attention to triple combine NP #1102. If your interested in any of these projects, please call Dick Fish at 729-8068.

OSCEOLA REPORT

-**Marcia Diers**

It's the end of August and 14,135 passengers have taken a ride since May 26th. This number includes non-revenue passengers, such as members, children under age five and the 700 BN and Soo employees carried on the "Recognition Ride". Last year at this



Grace Bjorklund of Dresser has coordinated car attendants at Osceola this year. Louis Hoffman photo.

time the count was just over 9000, an increase of 56 percent. Not bad, considering that we raised fares about 25%.

This season has been blessed with beautiful summer weather. This definitely has been a factor in the passenger increase, but there are others. The passenger survey cards that car attendants hand out during the trip ask, "How did you hear about the train?" The highest response is "friend, relative or word of mouth". What better compliment than to have someone take a ride and enjoy it so much they convince someone they know to come to Osceola? Money can't buy that kind of advertising. A good reputation is everything, and we've earned one by delivering a unique experience, reliably, at an affordable price.

The response card asks the passenger's home zip code. From that we know we have had visitors from all over the world this summer, as well as from western Wisconsin and, the largest group by far, eastern Minnesota. Besides Canada and Europe, international visitors came from Australia, New Zealand, Japan, South America and Africa.

Steam engine #328 operated on July and September Saturdays. On these days the schedule changes. The steamer makes four round trips to Dresser, leaving Osceola at 11:15, 12:45, 2:15 and 3:45. A separate diesel train leaves for Marine at the usual 11:00 and 2:00 times. When there are two trains in the station at once, it requires careful coordination. While steam definitely boosted Dresser ridership, the Marine trips continue to carry heavier loads. Originally the cars were divided equally between the two trains, but that caused some Marine passengers to be turned away, so some capacity has been shifted.

The Minneapolis and St. Paul newspapers were very good to us this summer, running large spreads with pictures on two successive weekends in the tourism and weekend happenings sections. The Osceola Sun and the Amery Free Press have also been supportive. Again, this support results from the good reputation mentioned earlier.

Sales of the souvenir booklet "Whistling Down the Valley", have been brisk. One passenger in 11 has bought a copy which works out to about one for every 3 or 4 families. At this rate, we will have to order more for next year.

Over and over, the passenger response cards contain very positive comments about the train crew and especially the car attendants. Passengers appreciate the information and attention they receive. Comments seen repeatedly are "Thank you!" and "Keep up the good work!". Every once in a while we get some constructive criticism and one or two complaints. Usually they have to do with toilets or the availability of food on the train.

And then there was the group of cards that were turned in about mid-summer that went like this:

"I love the train, but my girlfriend is car sick. What a wimp!"

"I'm the wimp's mother. I get car sick, too, but I took my pills and I'm having a great time."

"Hi, I'm the wimp's roommate and I'm having an affair with her boyfriend."

And so it goes. It's been a very good summer and we're ready for the onslaught of the "leafers" this fall. Last year over half our ridership occurred in September and October and we're anticipating it will be the same this year.

EXCELSIOR REPORT

A Beehive of activity

The Minnehaha restoration has been gaining momentum with each passing month. Work sessions are now held on Tuesdays, Wednesdays and Saturdays. Separate crews are working on plumbing and pipe fitting, electrical systems and hull planking, along with other short term jobs. A recent Saturday found some 15 people busy on the boat. **Leo Meloche** was meeting and greeting the continuous flow of visitors. Many have heard of the boat through the recent Star Tribune story. Others stop in as they ride by on the rail trail that passes the boat building. It's exciting to see the progress being made.

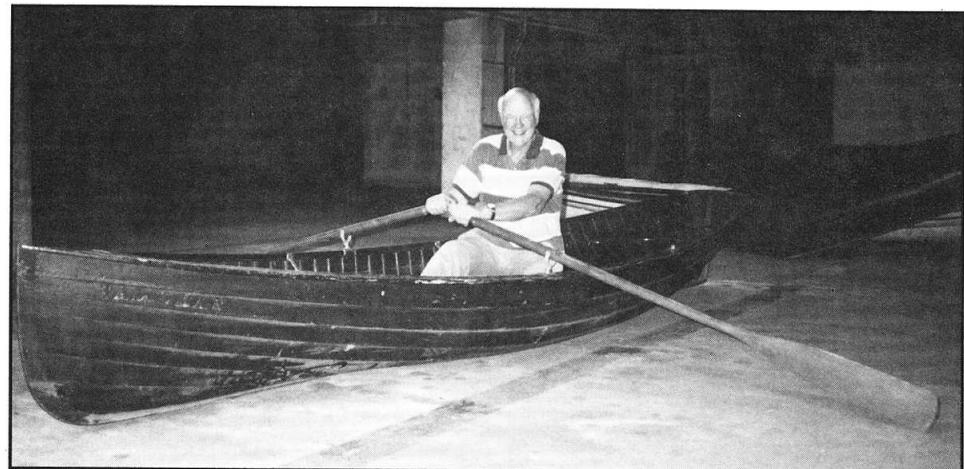
The condenser dilemma

It hasn't always been obvious how best to restore certain parts of the boat. One of the toughest problems for the past year has been the design of the boiler water cooling system, something the original Minnehaha didn't have to deal with. Like a steam locomotive, the Minnehaha used plenty of water. It was pumped from the lake as needed to replace water evaporated during combustion.

The new boiler is more efficient and uses a closed system. It recirculates its water, and that requires condensing the exhaust steam so it can be reused in liquid form. In order to condense, the steam must be exposed to something cool, in this case lake water. The question is how best to do it.

The last Minnegazette reported that a keel or hull condenser would be used. The steam would have been piped outside the boat and around the underside of the hull, where the cooler temperature of the lake water would condense it. It was debated whether to route the pipe nearer or farther from the keel. However, the exterior pipe posed potential problems. It required watertight holes to leave and reenter the hull, and there was always the risk of snagging it on something.

The new plan is to run the exhaust steam through a condenser located inside the boat. This is possible because of a recent equipment donation by **Bob Kubicek**. He is the state's Director of Code Enforcement, one of the officials who have worked



Leo Meloche tries out the turn of the century wood rowboat built by Moore Boat Works and recently donated to MTM.

with the boat's planners to foresee and avoid potential problems. His son, Cliff, owned a centrifugal water pump driven by a steam turbine and a duplex water pump that will be used to fill the boiler feed tank. Both had been acquired from the University of Minnesota, and have been donated, along with the original purchase invoices, manuals and service records.

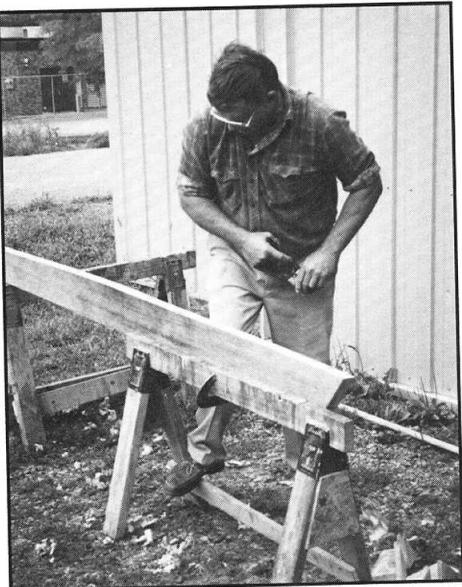
The steam fitting crew is now designing the condenser. The trick is to size it and locate it so it doesn't intrude into the passenger cabin or upset the boat's balance. It will be 8 feet long and

18 inches in diameter, and will hold a 200 square foot area of pipe. Lake water will be pumped through the condenser pipes by the centrifugal pump. Steam will be pumped around the pipes where it will condense, then be returned to the feed tank recently installed atop the boiler.

The boiler motors are being exchanged to make them compatible with the generator. The oil-water separator is being designed, to remove traces of oil from the water after condensing and before returning to the feed tank.



The window frames are being installed along with the first coat of yellow paint.
Leo Meloche photo.



Ross McGlassen spiling a hull plank.
Leo Meloche photo.

All this is being done by the plumbing and steam fitting crew, which includes Ewald Gustafson, Bob Woodburn, master pipe fitter Gerald Anderson, professional plumber John Anderson, Glen Eilers, Mike Allram, Leo Eiden, Jim Hewitt, Tom Marshall, Phil Semmer and Scott Nelson. Doug Hultgren has refurbished the beautiful brass panel of steam gauges.

Other restoration news

The steam crew has finished plumbing the waste tanks and fresh water tanks. The two toilets have been purchased and should be installed by the time you read this. Pete Weir is in charge of this work.

Elsewhere on the boat, the hull spiling (planking) crew continues their exacting work. Each plank is epoxyed to the hull frames and then secured with stainless steel screws. This is a major departure from original practice. As built, the Minnehaha had no hull screws. The planks were nailed to the frames with square iron nails. The metal keel protector and the spline were secured by steel rods that were pounded into place. Today, the hull and deck bolts are recessed and the holes are filled with short dowel plugs or "bungs" that are sheared off flush with the wood.

Ewald Gustafson and Stan Straley have finished installing the hydraulic steering system. The former cable steering system will be visually duplicated.

Now that the generator is in place, the electrical crew is starting to wire the boat. Dave Onan, Bob Woodburn and professional electricians Bill Knapp and Tom Petschl are leading the effort. Viking Electric is donating all wiring supplies. The location of the distribution panel is still being debated, but it will probably be in the stern between the two lavatories.

Faith Kaiser of Banner Canvas has offered to donate all canvas and installation, including the second deck floor covering and potentially the canopy. A word about the canopy. The boats received them in 1911 to keep the weather and cinders off upper deck passengers. Opinions differ over whether the canopies hurt or helped the boats' appearance. It must clear a low bridge in order to reach the Lafayette Club, so a tilting stack may be installed, and it would foul a non-removable canopy. If one is built it may have to be removable.

Viracon Inc. of Owatonna is donating all the tempered window glass. Steve Cossette, owner of Aero Upholstery of Long Lake, will be donating the labor to recane the interior seats. The caning material has arrived from Hong Kong. Joe Carlson and

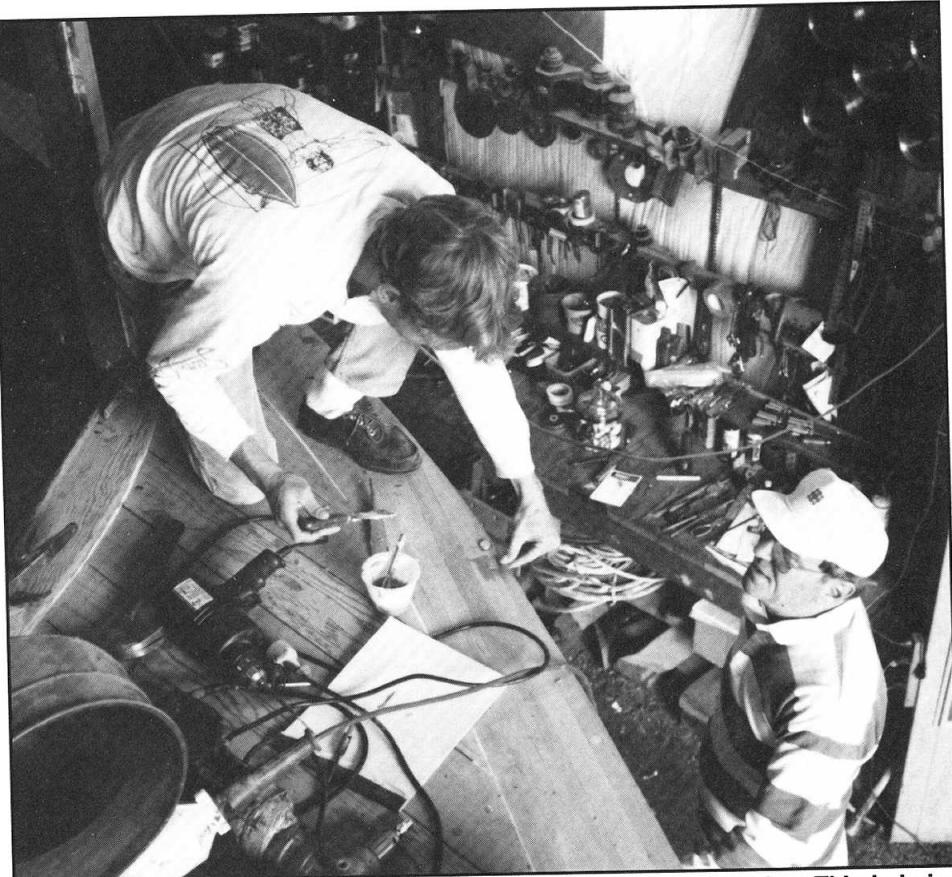
others will be rebuilding the rest of the upper deck benches.

Funnel vents have been installed on the bow and stern. Their purpose is to vent the foreword and aft compartments. A battered original vent has been found, and the new vents' dimensions are a close approximation. Bilge, fire and wash down pumps have been ordered. The original bilge pumps were steam driven. The new ones will be electric, one for each of the five compartments, plus a single fire/wash down pump. All told the boat is about 80% done.

Crew training and other preparations

The express boats required a three-man crew. The pilot steered the boat. The engineer ran and maintained the engine. The purser handled the passengers and helped secure and cast off the docklines. The pilot communicated with the engineer through a speaking tube, giving commands for speed and the direction of the engine.

Training is underway for pilots and engineers. Pilot training is being taught by John Lambin, part owner of the Queen of Excelsior. 20 pilots are in training.



Jeff Hinniger and George Ettner insert "bungs" to fill screw holes. This is being done all over the boat. Leo Meloche photo.

Steam school for engineers starts on November 17th. It is being taught by **Bill Berger**, an instructor at Hennepin Technical College. 21 students have enrolled.

The engine is scheduled to be test run in the building this winter. The Minnehaha will be launched for its shakedown cruise in 1995. These will not be open to the public, because the interior will remain unfinished to ease modifications and adjustments to the below-deck equipment.

The launch will take place at the Minnetonka Portable Dredge yard, located one block west of the boat building. The dredge company raised the Minnehaha off the lake bottom, and has the equipment to launch a big boat. Four by eight foot steel sheets welded end to end between the existing rails of the boat launch track will provide a firm surface for the rubber tired trailer. Bow and stern hooks are being installed a foot below the waterline to ease launching.

Dock location has been proposed at the volleyball courts next to Freddie's Pavilion behind the former Mai Tai Restaurant site.

Fundraising and Publicity

The Star Tribune ran a two-page story with color photo in its Sunday July 24th edition. Along with the recent rebroadcast of Channel 2's Lost Twin Cities, this publicity has kept the Steamboat Division in the public eye as never before. Donations have been

pouring in. For example, over \$5000 came in the week of August 15th. 47 honorary Captains positions have been sold, at \$1000 each.

As usual, the Steamboat Division's booth was set up for Apple Day in Excelsior on September 10th, as well as the Excelsior Antique & Classic Boat Show on August 14-15. **Doug Hultgren** and **Jim Ogland** staffed the booth.

Various members have been holding small fundraisers among their friends and acquaintances. The first one, hosted by **Ewald Gustafson** and **Earl Sween** on August 14th raised \$8000. The second was hosted by **Lee Sundet**. **Paul Webster** held the third one at the Minneapolis Club.

The Little Yellow Fleet Published

Eric Sayer Peterson, author of the children's book, *Minnie the Streetcar Boat*, has added another small book to the Minnehaha restoration effort. The 48 page Little Yellow Fleet tells the story of the express boats, including a lovingly detailed tour of the Minnehaha which describes all aspects of the boat's design. 19 photos and several drawings show the fleet in all its variations, and cover the Minnehaha's rebirth. The book has been well received. 600 were printed and two-thirds of those have been sold to date. A second printing has been ordered. The book is well written and informative. It's a bargain at \$5.00. You can buy one at the boat building, or send a check for \$6.00 to: MTM, 26120 Birch Bluff Road, Excelsior, MN 55331.

Streetcar progress

Meetings have been held with NSP and Minnegasco to ensure no interference with their lines. Weekly meetings are being held with Excelsior City Manager **Carl Zieman** to address a variety of planning issues. There has been some difficulty finding a suitable carbarn site. The size and design of the carbarn are also still being discussed.

The search for streetcar power trucks continues. Because they are so rare, Plan B is to motorize idler trucks instead. Given the short length of the line and the absence of grades, only two motors will be needed, a pair on one truck or a single motor on each truck. **Bill Graham** has been talking to the Seashore Museum in Kennebunkport about some shop trucks that were formerly powered, but their asking price is high. The other likely candidates are idler trucks from CTA 4000-series cars, the same as were used under #265. There are a number of possible sources.

Assuming that the ISTEA grant goes through on time, the Excelsior carbarn will be built in Spring 1995. Once it is open, streetcar #1239 will be moved there from Jackson Street to begin restoration. The rest of the track will be laid during 1995.

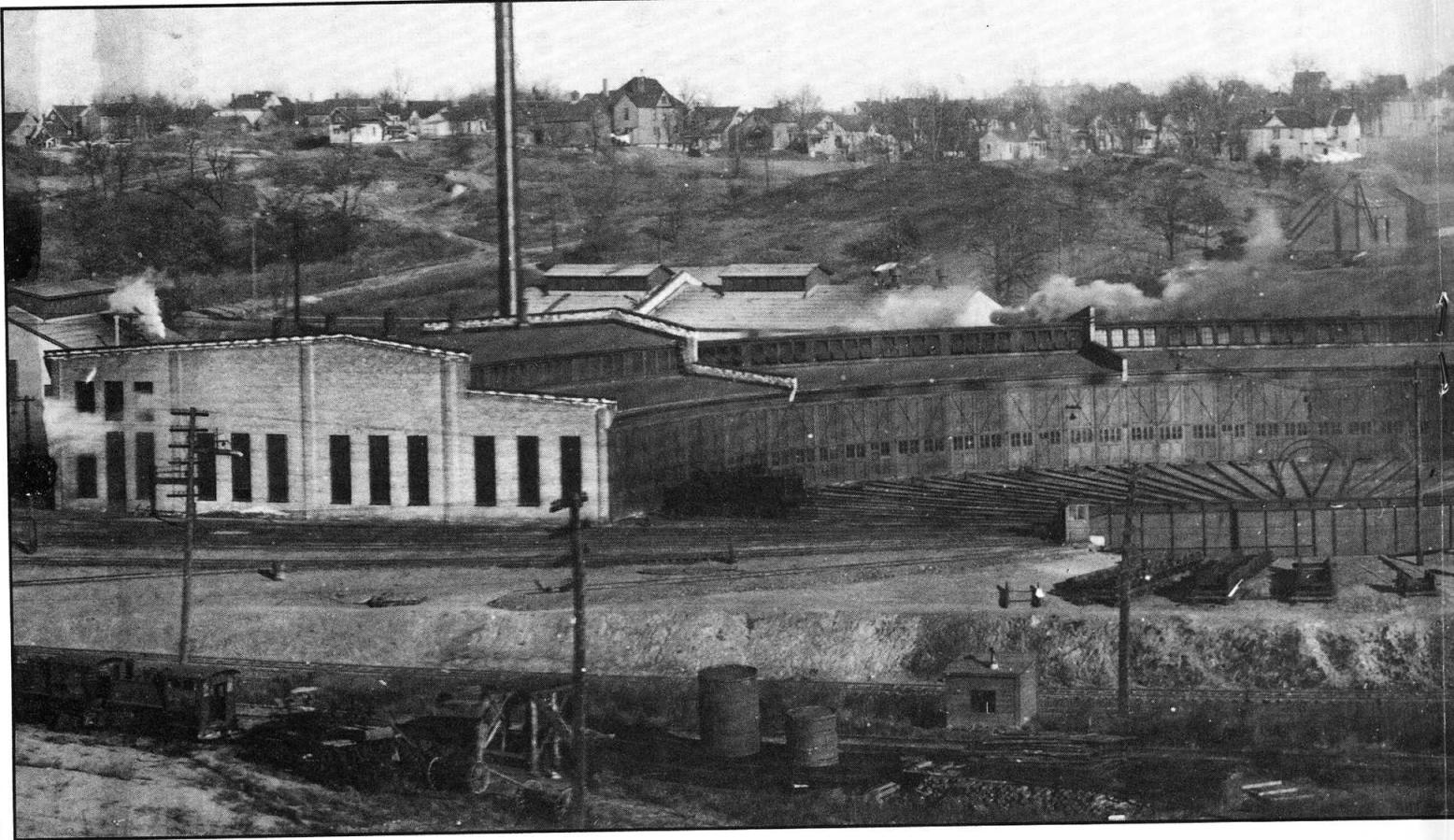
MINNEHAHA DONORS LIST

Since June 1, 1994

- Carl Bergquist
- George Wolff VFW #425
- Williams Hardware
- Michael McCarthy
- Hendrickson Enterprises
- Elizabeth Owen
- Orono Lions Club
- Gedney Tuttle
- First National Bank Wayzata
- Doug & Rita Podolak
- Elizabeth Quinlan
- Foundation
- Steve & Claudia Baxter
- Kent & Cynthia Powers
- M.J. Florance
- John & Cheryl Dale
- Jim Wyer

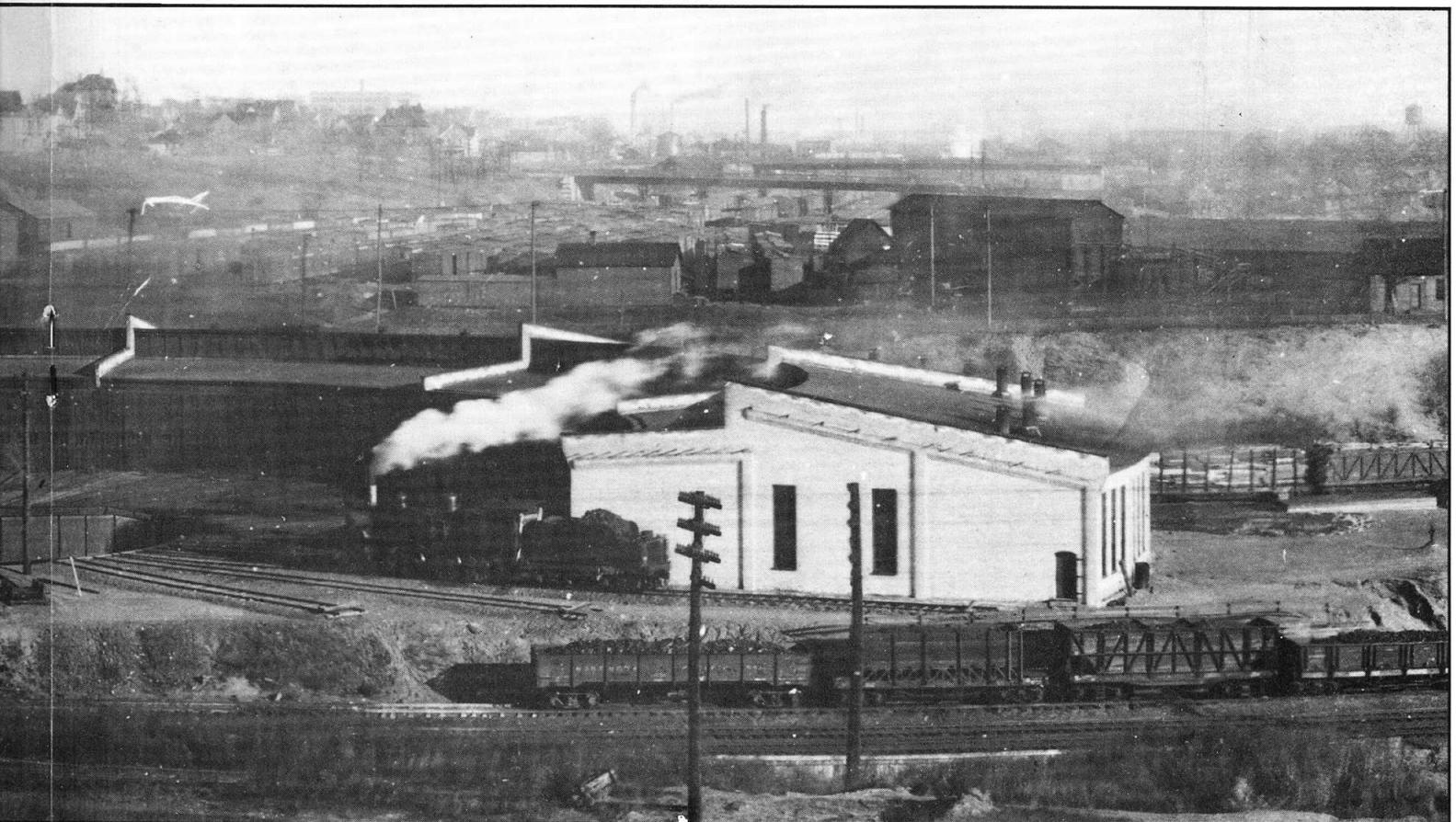
- American Legion Post #259
- Jerry Springer
- Kathryn Meintsma
- Karen Mairson
- Harold Van Every
- Joe Carlson
- Paula Wendt
- Almanda Little
- Norman Rice
- B.C. Fox
- Ingrid Johnstone
- Harold Conrad
- Robert Faulkner
- Charles Gaillard
- Elizabeth Coddington
- Richard Blomfield
- Howard Barnhill

- Charles Percival
- Jane Furland
- Frank Fox
- Lillian Potter
- W.C. Lindstrom
- Tom Sween
- Maureen Lajoy
- Steven Clinton
- Earl Sween
- Don Moorhead
- W.A. Krause
- Ewald Gustafson
- George Pillsbury
- George Herhold
- Mrs. Thomas Crosby
- Paul & Jean Pohle
- Paul Carlson



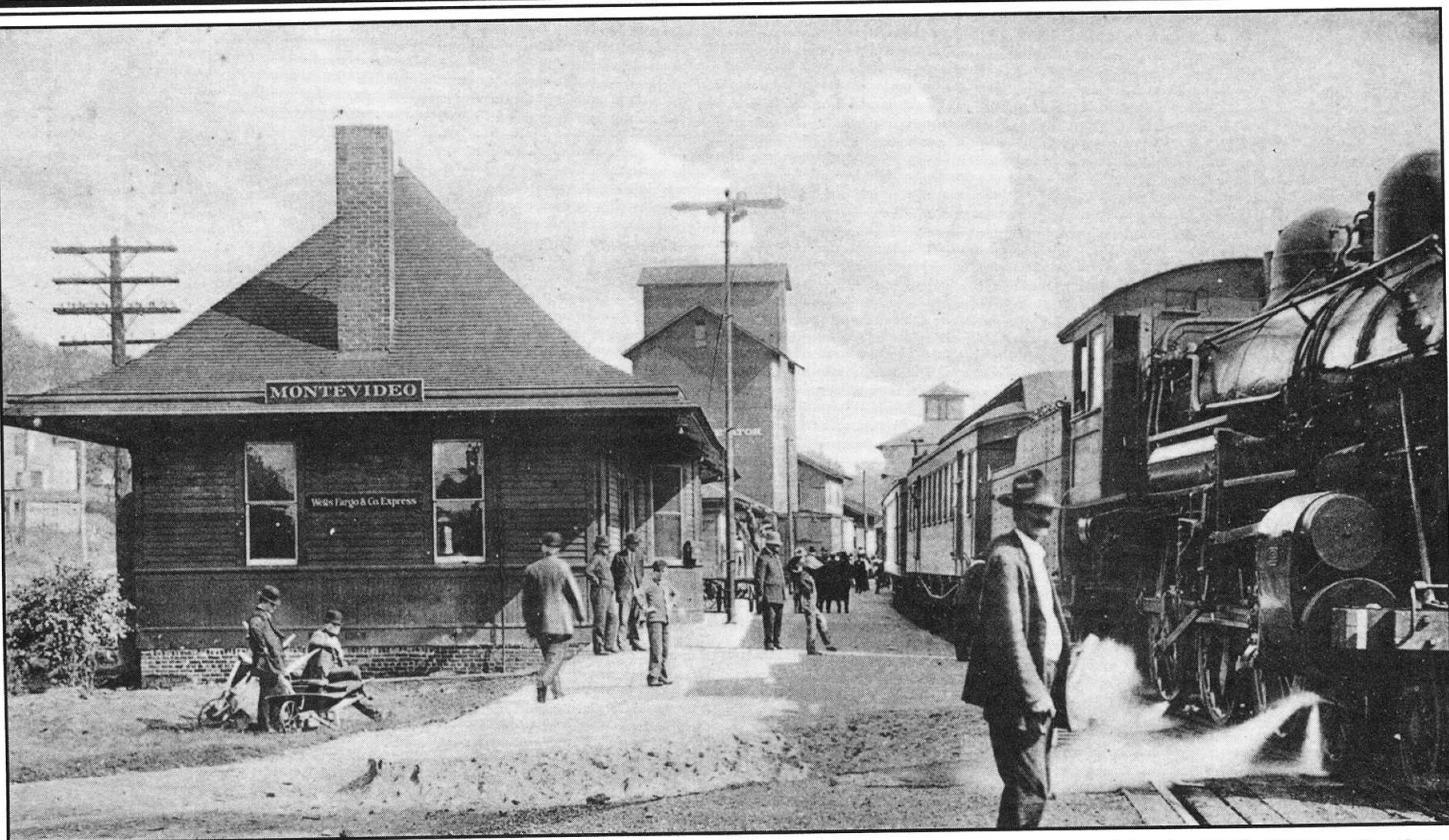
It is 1915 and the Northern Pacific has just opened its new Mississippi Street roundhouse (not shown). The Minnesota Railfans Assn. made a practice of taking a panoramic portrait after each excursion.





e (note the raw fill at right). This view looks straight east at the Omaha Road's East St. Paul yard.
excursion. This 1952 trip followed the Minneapolis & St. Louis to Waconia. Both MTM collection.





Action at Montevideo in 1911. MTM collection.

MONTEVIDEO REVIVES ITS PAST

-John Givan

The Milwaukee Road depot in Montevideo, once a division point on the Milwaukee's Hastings & Dakota Division, is being restored by the Milwaukee Road Heritage Center (MRHC), a chapter of the Chippewa County Historical Society. The group had originally organized in 1993 as the Minn-Kota Railroad Historical Society, but changed its name this year upon incorporation. Its members are former Milwaukee Road employees, rail buffs and interested community members.

Montevideo still has something to work with. The 1901 wooden depot is intact and in decent condition. The classification yard is largely unused and weedgrown, but the tracks have not been removed. The roundhouse building is long gone, but the electrically powered turntable is still there, if somewhat derelict. In later years a single stall modern diesel shed was erected. The sand shed still stands.

Negotiations are underway with CP Rail to purchase the depot which is on the National Register of Historic Places, with receipt of the deed expected soon. Property underneath the depot is owned by the Soo and leased to

MHRC. Twin Cities & Western owns the depot and is agreeable to a purchase. The group intends to use the depot as an interpretive center and the focal point of a museum to be established on the grounds of the former engine servicing facilities.

Dennis Grebner, professor of architecture at the University of Minnesota, was contacted by MRHC President (and MTM member) **Geoff Hathaway** to assist the group in restoring the depot and integrating it and the engine area as a new entrance to Montevideo's downtown. He is researching the locations of all the railroad buildings back into the 1800's.

Ernie Lehmann of the Milwaukee Road Historical Association was contacted and was very helpful, forwarding copies of 1918 valuation drawings of the depot and adjacent Interstate Restaurant. The same vintage as the depot, the restaurant was built on railroad property. He continues to look for drawings of the other buildings.

The project is the brainchild of longtime community leader **"Arnie" Anderson**. He secured the initial funding from local banks. Thanks to contributions of labor and materials from volunteers, the plans first made in March 1993 are beginning to bear fruit.

The summer of 1993 saw a fresh coat of temporary paint applied to the depot's exterior, and the beginnings of a major cleanup of the brush that had overgrown the engine terminal area. Work has been completed to remove tree stumps and improve the grade around the turntable and the roundhouse foundation. Granite fines have been donated by Ortonville Stone Co. and will be used to cover the engine terminal area and lay a service road.

Work began to restore the depot's interior to its original appearance after years of use as offices and crew quarters. The agent's office is being reequipped with telephone and telegraph equipment through the efforts of former Milwaukee employee **Brad Wik**. Thanks to former Milwaukee engineer **Jerry Ross**, the depot is also home to the CTC board that controlled the line from Humboldt Avenue near Lake Calhoun to the west switch at Summit, SD. A search is on for other materials which once graced the depot's interior. **Bob Lark** and **Earnest May** have supplied a number of items.

Final exterior restoration is on hold until more information is obtained.

Work will proceed once the correct colors are determined and adequate funding is procured. The exterior is in fairly good condition and its appearance has changed little over the years.

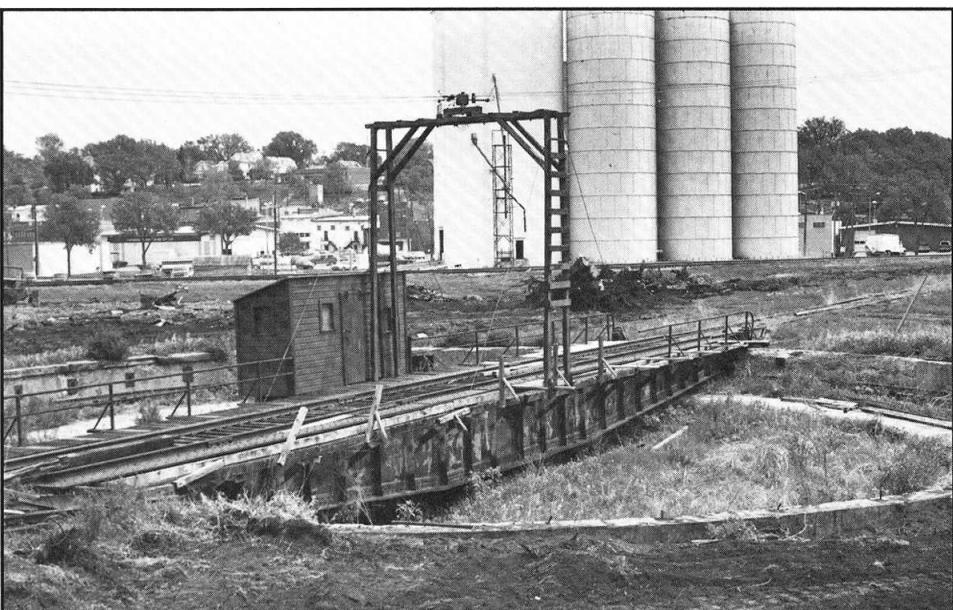
Since publicity is necessary for successful fund raising, MRHC and the Twin Cities & Western RR cooperated to run a "Santa Train" for Christmas 1993. Such specials were once a local tradition. The last one ran in 1980. The depot was decorated and hosted the Chamber of Commerce's "Santa Workshop" and "Festival of Trees" throughout the holidays. This will be annual event.

The season ended with two major events. The University of Michigan's Artrain came to town September 19-26, having also stopped in Duluth, Winona and Faribault. The Artrain

consists of five passenger cars converted into art galleries. It travels the United States stopping at any town or city that is willing to underwrite its operating expense for one or more days.

On September 24th and 25th, steam returned to Montevideo in the form of Milwaukee Road 4-8-4 #261, a native of this railroad. The engine ran excursions from Montevideo to Milan and Granite Falls. The Republican Party chartered the train for an old fashioned "whistle stop" campaign along a portion of its route back to the Twin Cities. #261 drew the crowds for Governor Arne Carlson and other GOP candidates.

If any readers have information to share on the Montevideo depot and division point, please contact me at (612) 269-8217 or write to me at 412 North 4th Street, Montevideo, MN 56265.



The derelict turntable at Montevideo. John Givan photo.



GRANDFATHER OF THE INFOBAHN

-Bill Marshall

The concept of multi-purpose corridors for electronic communications is not new. An early example served the Minnehaha Depot and remnants of it can still be found along the abandoned right of way through Fort Snelling and Mendota.

Suspended from wood poles, it comprised telegraph, teletype and telephone lines. They extended from downtown Minneapolis, past the Minnehaha Depot, Rosemount, Faribault, Owatonna, and Austin to Calmar and Cedar Rapids, IA. They could be "patched" through to Des Moines, Kansas City and points south.

According to Ken Wencel, who was a telegrapher at the Minnehaha Depot, Northfield and other points along the line, the poles carried wires for the Milwaukee Road dispatcher at Austin and the Rock Island dispatcher at Cedar Rapids. It also included the "block" and "message" wires of both railroads.

John Thingvold, former Western Union lineman for this territory, advises that the lines hosted Western Union; stock, bond and commodities brokers; newspaper, radio and sportscasters; and the United States Weather Bureau, Fort Snelling, and the United States Naval Observatory time of day signals.

One can still see the remains of this information superhighway of yesterday. Four telegraph poles, each holding four crossarms with ten "pins", were never removed. One can also see two more poles without crossarms, one possibly a guy pole. When the foliage is off the underbrush, a diligent searcher can spot an estimated 90% of the pole stumps. They follow the east side of the hiking/biking trail from Minnehaha Park to Fort Snelling.

Today the same corridor hosts a fiber optics cable carrying voice, data and video traffic of corporations and individuals. Like its ancestor, it runs along the old Milwaukee Road, crossing the Minnesota River a few hundred yards upstream from the former railroad bridge site.

Milwaukee Road #261 returns to its former stomping grounds on Sept. 24th, 1994. Bill Graham photo.

MEMORIES OF STREETCARS PAST

-Bill Graham

As a young child growing up during and after World War II, I regarded streetcar-riding as something big people did when they were about something important. One often could wangle an invitation to go along on these events, a visit to the doctor at the downtown Medical Arts Building, a visit to a merchandise expo at the St. Paul Hotel, or tagging along with my grandfather as he visited the pool halls down on The Avenue to check up on his friends from the "old days" in North Dakota.

I already had memorized everything one needed to know about the Oak Harriet line where we always began our travels. The retaining wall behind St. Thomas Church that seemed like something found only in very big cities, the fact that the car passed awfully close to the substation building as it slowed for Upton Avenue, the mysterious loop track opposite the Linden Hills Fire Station which no cars ever seemed to use, the darkness under the Lake Harriet Station platform shelter as the car passed - I carefully noted all these details while riding the cars, proof indeed that this was a serious, big-time kind of railroad.

There were the two noisy joints in the continuous welded rail north-bound approaching the cemetery curve that sounded a rapid fire "ba-Bunk, ba-Bunk" when the motorman was making up time. I never missed them as the wind whipped through the open windows. At the switches to the Bryant-Johnson line on Lowry Hill, the car would vibrate loudly on the corrugated track where heavy brake applications were made. I knew the store fronts along Hennepin Avenue, and I thought about what they might be selling inside, what their names meant and what sorts of people might shop there. The atmosphere on a streetcar headed downtown seemed quite sober and businesslike to a small kid expected to behave himself. But it was so entertaining, an event to be savored and thought about afterward.

A transfer to another car line, either at Lake Street or somewhere downtown, lent a whole new dimension to the event. There would be a new set of neighborhoods and storefronts to examine, new track junctions to take note of, and destination signs alluding to other neighborhoods that surely would be more interesting than mine, "Columbia Heights," for example. We once rode the "Selby-Lake" car all the way to St. Paul, through the tunnel and back - great sakes! Trips to Grandma's house on Fremont Avenue North were long, but the strange wiggle the tracks made passing 40th Avenue North was something to anticipate. A ride to Hopkins on a cold Saturday afternoon in 1951, shortly before the line was cut back to Brookside Avenue, was a milestone event.

Streetcar men, and sometimes streetcar women, were an interesting breed for a youngster. Each had his or her own style of dress and demeanor, some approachable, some crabby but sometimes friendly. The conductor seemed never to talk to the motorman, and I wondered if they knew each other. One motorman who looked especially ancient (and crabby) always chewed tobacco with tiny drools at the corners of his mouth. He would rock back and forth on the motorman's stool, from time to time leaning over to spit through the switch rod hole in the floor. He never missed, and always slammed on the brakes just before every stop.

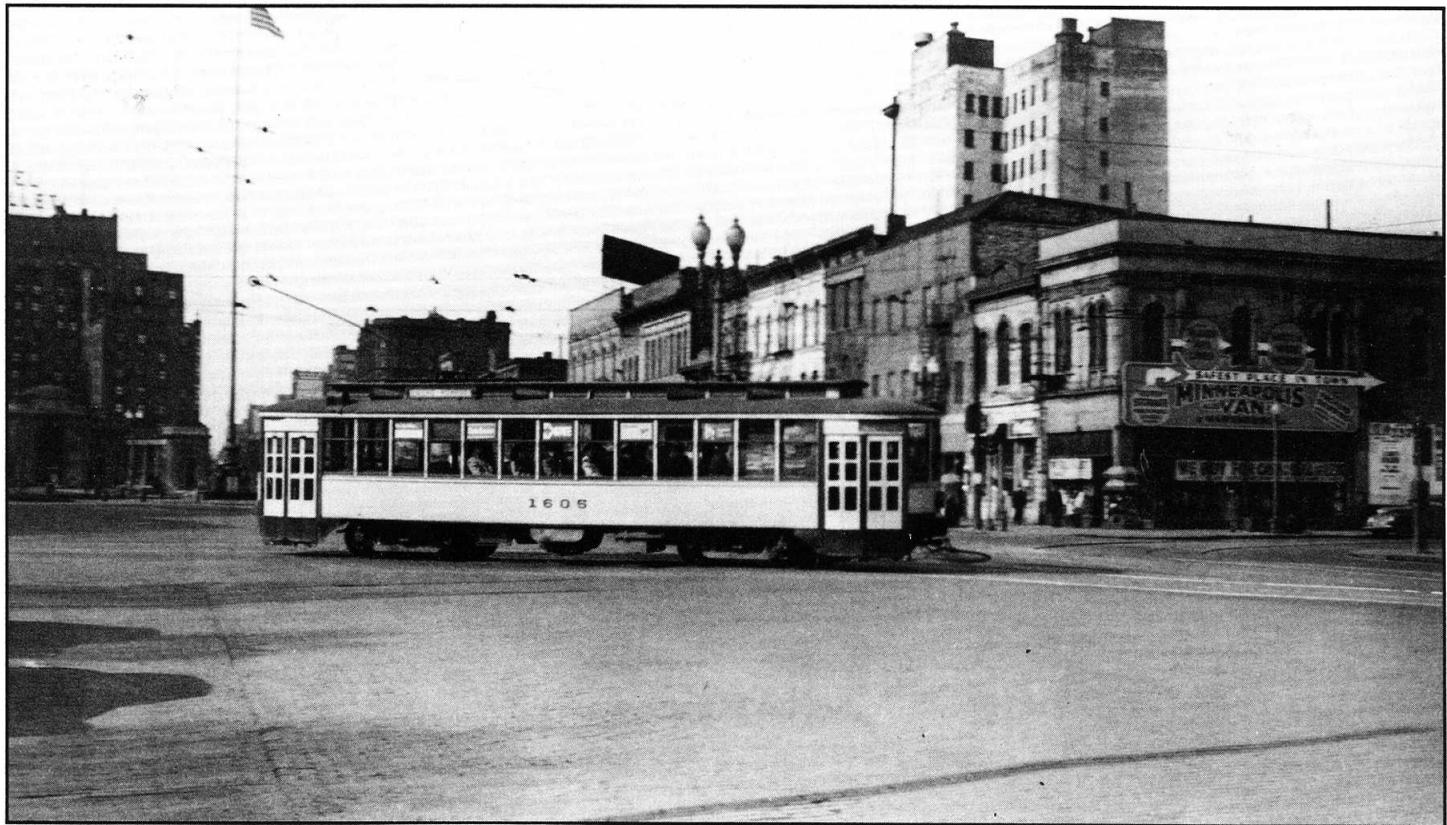
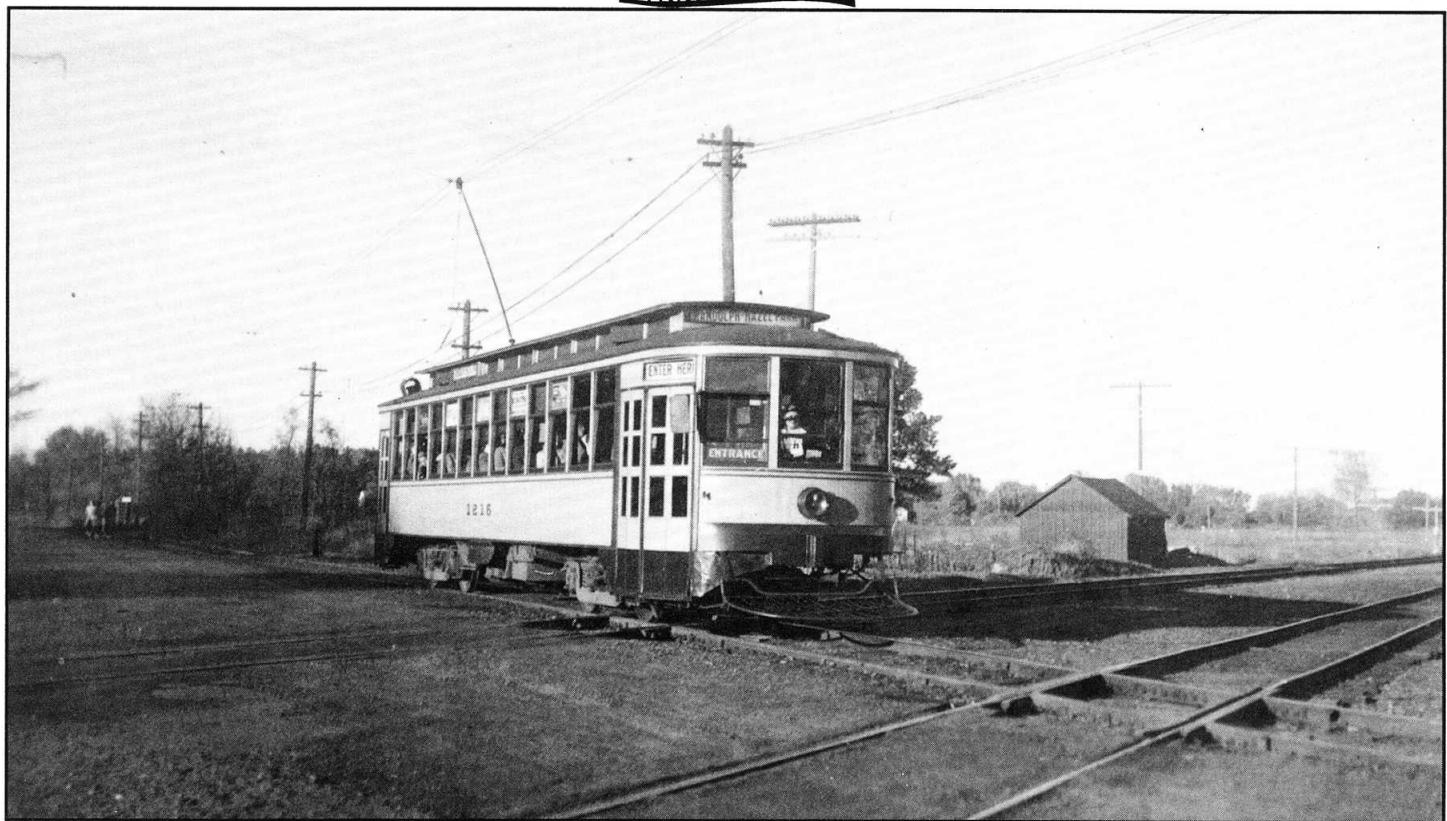
My grandfather invariably walked down to Xerxes Avenue to ride the cars even as his own '31 Chevrolet sat parked in the back yard, but he didn't "like" streetcars or streetcar men very much. Streetcars were a necessary public convenience that needed to be plentiful and cheap. He said the streetcar company was peopled by miscreants who liked to cut service and raise fares. He would go on at length about how cars should come by our 48th Street stop at least every 10 minutes during the mid-day, oftener in the evening, and that the last fare increase from 10 to 11 cents was an outrage. One evening as he held onto the strap returning from downtown, carrying a shopping bag of meat from the Great Northern Market, the jam-packed car gave a violent jerk that dislocated his shoulder. He was livid, of course, but the company paid his doctor bill after several especially loud

and lengthy phone calls. Grandpa saved his choicest language for the streetcar company. He took to handing the motorman or conductor a dollar bill and asking for change on the 11 cent fare. They would grumble as Grandpa glared back, daring them to give him the excuse to say what he thought about the streetcar company.

I, on the other hand, loved streetcars, built crude little models of them in the basement, imagined how they would look running on streets that had no tracks, built streetcar barns in the sandbox, paid careful attention to all their peculiarities, and rode them every chance I got. They entertained us at picnics in the Lake Harriet Glen by racing by every couple of minutes. Parents fretted as we crawled under the fence to place rolls of caps on the rail. A moaning whistle told the neighborhood that a motorman wanted someone to move his car parked too near the track at 50th and Xerxes.

After we moved to Bloomington in 1953, I would ride George Knapp's blue bus to Lake Street and take the Oak-Harriet car out to my grandparents' home. All seemed as it always had. The women in their hats and face veils, the men in coats and ties, and the jammed rush hour trippers lent the illusion that the Oak-Harriet car would always come for anyone who waited on the corner. Yellow streetcars were part of the golden afternoon like lemonade, jawbreakers and cap pistols. I knew, of course, as everyone knew, that the last car line in town would be gone by the next spring, and that surely our lives would go on regardless. My brother and I took our last ride a few days before June 19 on steel-side car No. 1326, noting that it would be our last and solemnly pledging always to remember the car number. The red and yellow buses seemed inevitable, maybe even a sign of the progress that everyone hoped for in 1954.

Many who ride MTM's cars at Lake Harriet have thought about what might have been if the cars had continued to run. For us old enough to remember, they help us think about the times and the people of our youth and the historical progression of which we all are part.



Here are two TCRT views from the collection of Fred Zubrycki.

Top: Inbound in North St. Paul, #1216 clatters over the Wisconsin Central while running along the east side of Charles Street.
Bottom: A northbound Grand-Monroe car traverses Bridge Square while turning from 1st Street onto Hennepin on March 31, 1946. Stephen D. Maquire photo.

THE PICKLE THIEVES

Ed. note: While file surfing through the Soo Line records at the Minnesota Historical Society, a folder caught my eye—a series of memos from late 1925 and early 1926 regarding a theft of pickles by company employees. The Soo Line took it seriously, discharging the three men who did it. The edited text gives a real feel for the era.

The first document is a statement by Brakeman Fred P. Will. It amounts to an unintended oral history, since it appears to have been dictated to a stenographer.

December 20, 1925

My name is Fred P. Will and I am living in Thief River Falls, Minn. I am a brakeman for the Soo Line and was such a brakeman on the night of October 4th, 1925. On that night I was braking ahead on train #70 between Thief River Falls and Glenwood. Harry Bartlett was Engineer, Charles Bartlett, Fireman, E.L. Krogstad, rear brakeman and Walter Beck, Conductor. When the...train got to Miltona, Minn., Engineer Bartlett stopped the train and told Charles Bartlett and myself that there were some pickles over at the pickle factory and told us to go and get them. He said that his shoulder was sore and he did not help us carry them from the pickle factory to the engine but when Charles and myself brought two kegs as far as the engine Harry Bartlett helped us put them on the pilot of the engine. One of the kegs of pickles was about eight or ten gallons and the other one was about 12 or 15 gallons. As soon as we got the pickles loaded onto the pilot we pulled out of Miltona. We had stopped at Miltona about six or seven minutes... When the train got to Junction Switch about one mile west of Glenwood, Charles Bartlett and myself set the two kegs off of the pilot at a road crossing and then went into the yards. When we got into the yards I cut off the engine and I went up and ate. The engine went to the roundhouse. When I cut off the engine as above stated, was the last time I seen either of the Bartletts until the next trip north.

...At some later trip from Glenwood to Thief River Falls...Harry Bartlett brought one keg of the pickles in a sack to the viaduct just east of the depot and I got them from him there and took them to the caboose and brought them here with me. I am not sure just how many of the pickles we have left. We put them in fruit jars and put the keg out in the shed where it is now. I am willing to turn over any of the pickles I have left and will do so at any time. And I am willing and want to pay for the pickles that I got and want to say that I am very sorry this thing happened and will say that it is the first time I ever got mixed up in a deal like this and it will be the last.

Despite his claim of never having stolen before, Will confessed two days later that he had once stolen four threshing machine leather and rubber belts from a flat car in his train. In their statements, he and Engineer Bartlett accuse each other of instigating the theft.

The second document is a report on Engineer Bartlett's past scrapes with the rulebook, written by the railroad's Chief Special Agent.

December 23, 1925

In the matter...concerning Engineer C.H. Bartlett, Fireman C.B. Bartlett and Brakeman F.P. Will... I feel that you would like to be advised further...particularly with reference to the employment record of Engineer Bartlett.

He began employment with the Soo Line as a machinist helper on October 6, 1902, and was promoted to locomotive engineer on March 3, 1906, and from that time to the present acquired the following record:

1 debit for running through east passing track switch at Thief River Falls on November 1, 1906.

1 debit for failing to have headlight burning at the time of collision at N.P. crossing at Glenwood on April 12, 1907. Such failure being held as the main cause of accident.

1 reprimand for refusing to go out with Fireman Ziminski on March 6, 1907.

1 reprimand for cutting blade pin in wreck of engine #126 about March 4, 1907.

1 debit for breaking eccentric strap on engine #19 July 13, 1907.

Taken out of service with recommendation he be suspended for 15 days and be given 1 debit for running through junction switch at Glenwood on October 16, 1910, with engine and 5 cars of train #70, 20 loads and 22 empties being in this train. On this account he was given 30 days suspension and 2 debits.

1 debit for refusing a call at Thief River Falls on December 25, 1912.

Suspension of 30 days and 2 debits for responsibility in derailment near mile post 367 east of Bemidji, train #187, on June 28, 1912. The speed sheet indicated that he was running 20 miles an hour at time of derailment in the face of a slow order for six miles an hour on that piece of track.

1 debit for freezing up branch pipe on engine #160 on January 20, 1913.

1 debit for going from Balta to Orrin with a portion of his train only on March 16, 1914, train #213.

1 debit for his responsibility in running through round house track switch at Mahnomen on June 16, 1914, with work extra 463, which resulted in damage to the same.

1 debit for his responsibility in accident at Detroit on August 16, 1916, work extra 135, in which Soo car 65309 was damaged.

1 debit and 15 days suspension for having low water in engine #160 on September 26, 1916

Garnished July 9, 1921.

Garnished October 13, 1921.

1 debit for running through switch on east #1 track at Mahnomen, train #170, February 8, 1924.

This is for your information,

Respectfully,

C.B. Reinardy, Chief Special Agent





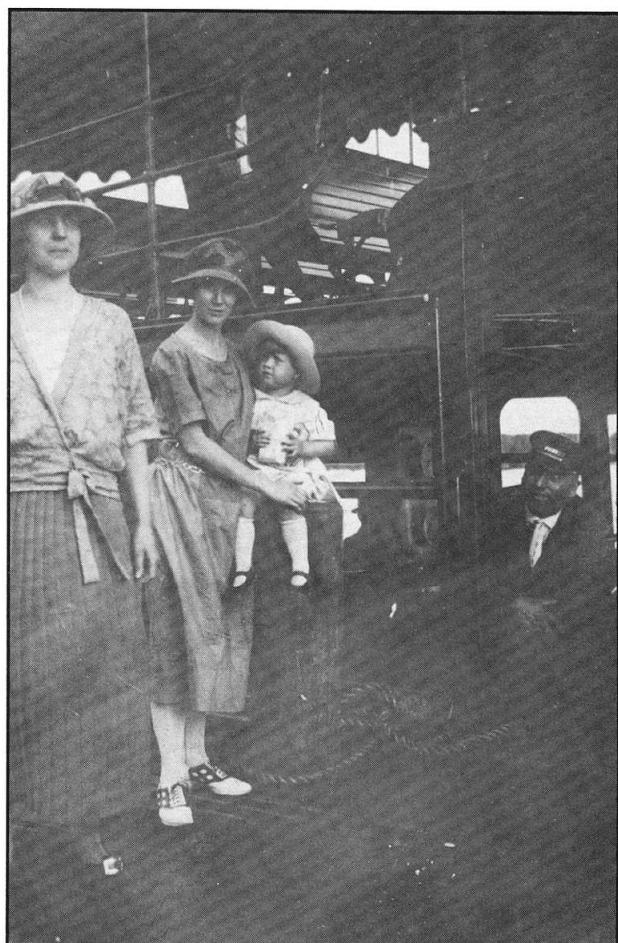
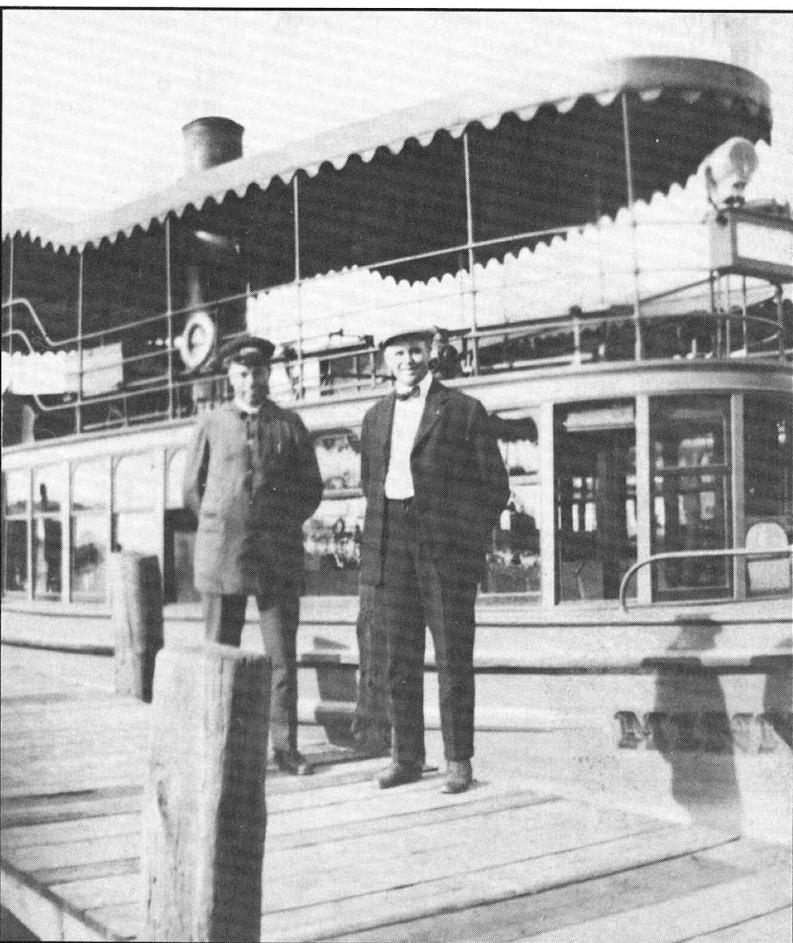
As word of the Minnehaha's resurrection spreads, old photos emerge from family albums to help reconstruct the past. Joyce Coffey offers these of her father, Nels Thuftedal, a purser on the Minnehaha. In the winter, he became a streetcar conductor.

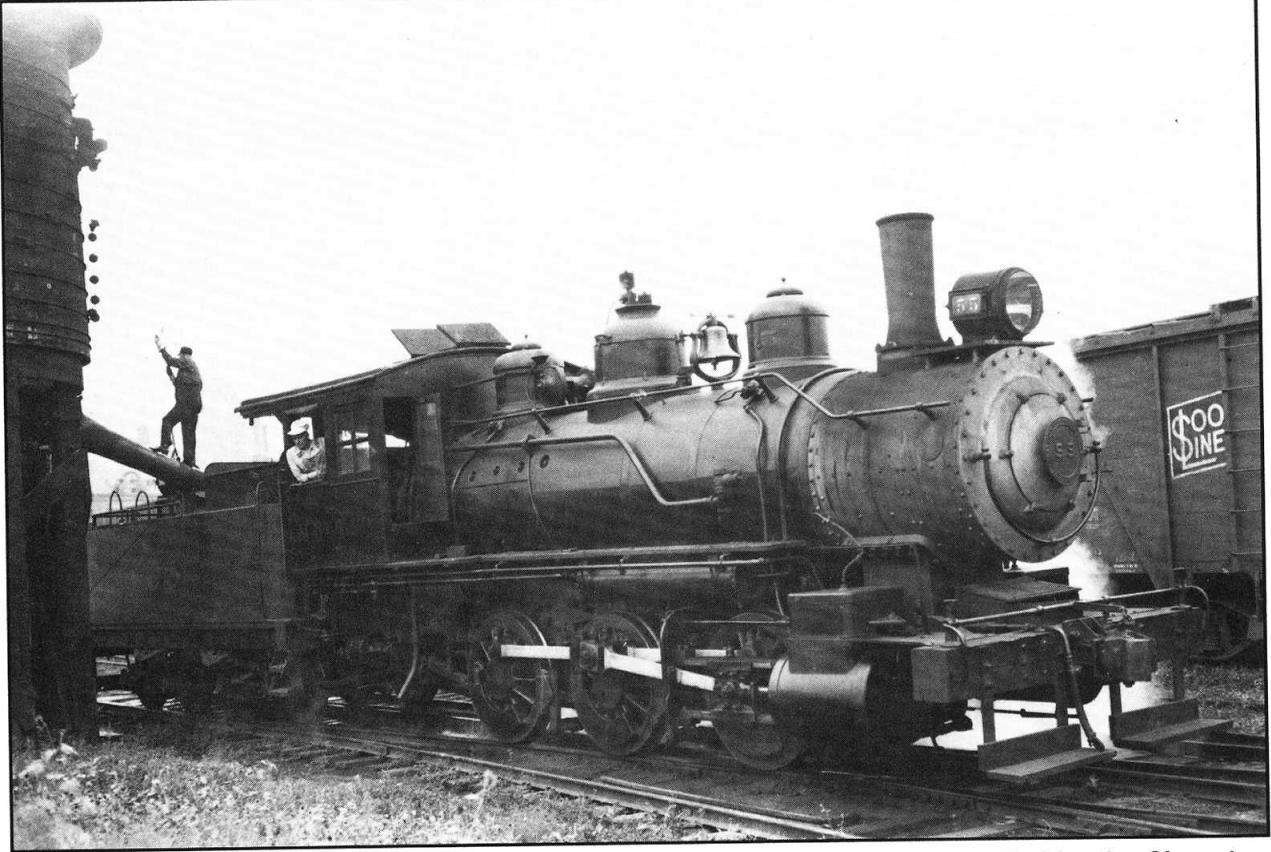
Above: Thuftedal's wife Esther and her sister.

Right: Thuftedal in full regalia.

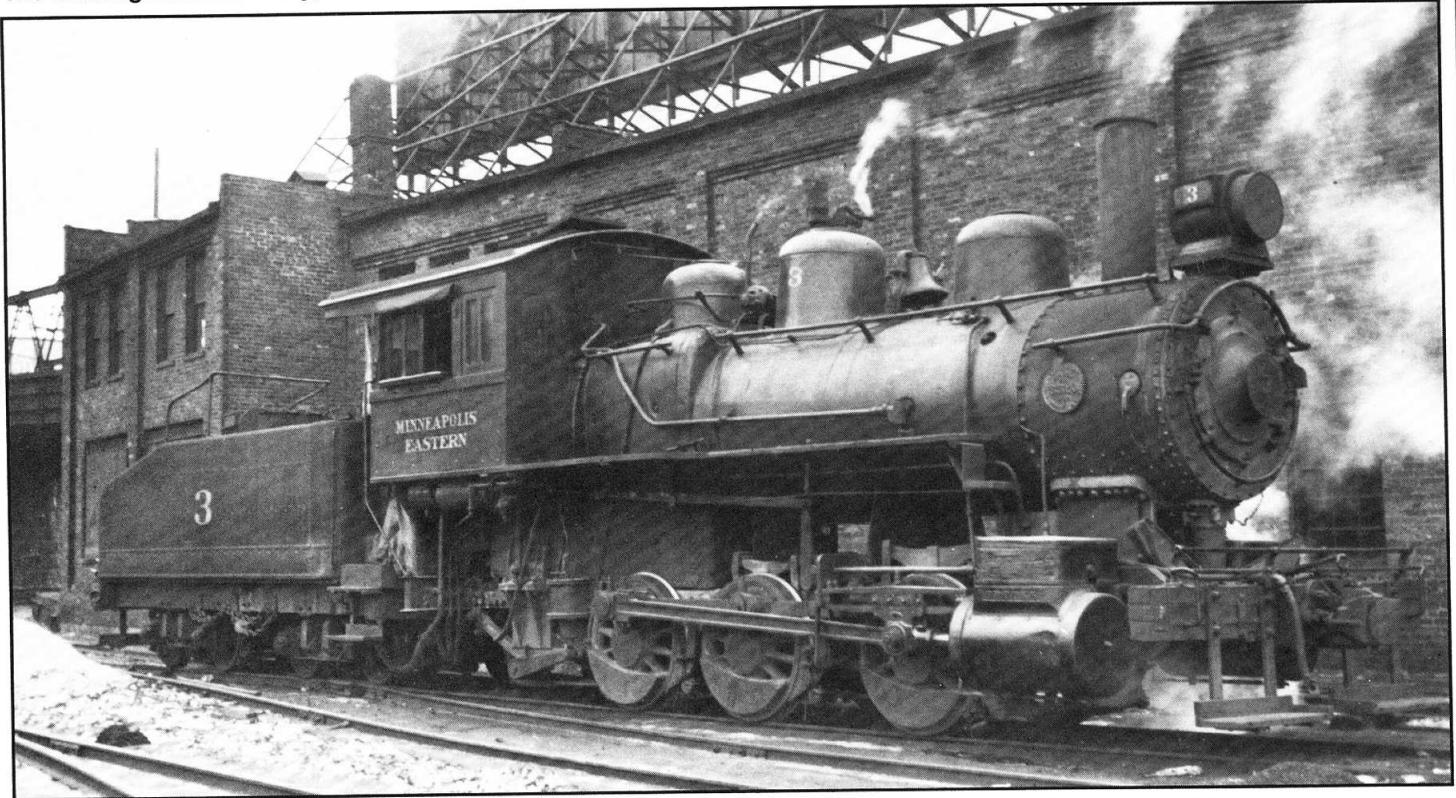
Below: Thuftedal at right with the Minnehaha.

Lower right: Thuftedal with Esther, who is holding their daughter Lois.





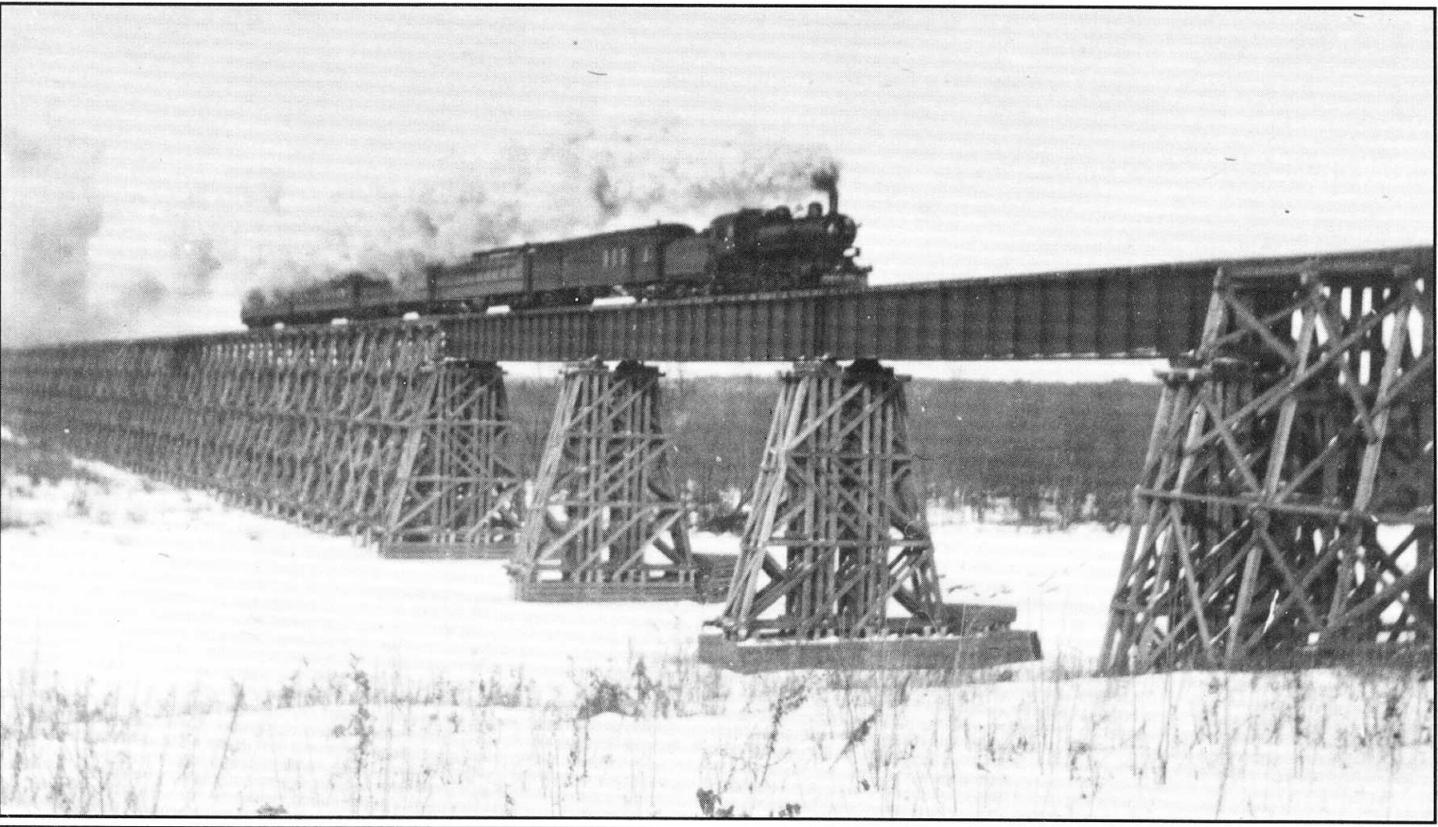
During the age of steam, every large city harbored small switching roads, often controlled by the Class 1 carriers. Their little engines labored anonymously in industrial settings. Here are two from the Minneapolis west bank milling district. Top: Minneapolis Railway Transfer Co. does not show up in the official guide, but was apparently owned by the Minneapolis & St. Louis. It switched the Railway Transfer yard just south of St. Anthony Falls. On July 25, 1934, the smokestacks of the TCRT steam plant are visible above the tender of #55. W.M. Moneypenny, Jr. photo, Gordon C. Bassett collection. Bottom: Minneapolis Eastern's unlovely 0-6-0 #3 steams beside the railroad's one stall enginehouse on S. 1st Street. The building remains today, but the rails are gone. Charles Van Horn photo.

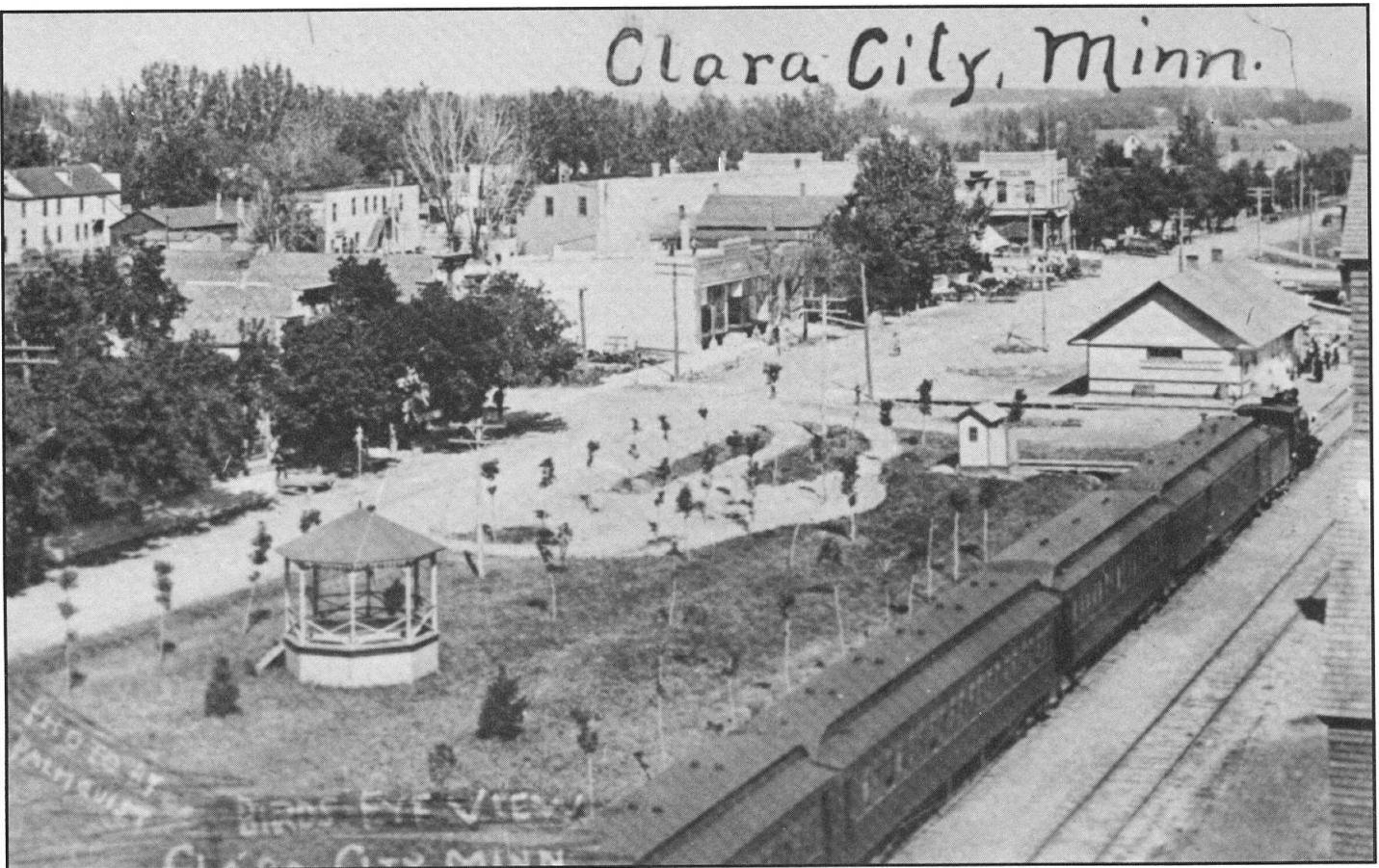




The Great Northern's car shops at Waite Park. MTM collection.

Top: Most readers are familiar with the Soo Line's two crossings of the St. Croix River between Stillwater and Osceola. Bottom: Virtually unremarked was the long timber and deck girder bridge near Danbury on the Dresser - Duluth line. Minnesota Historical Society collection.

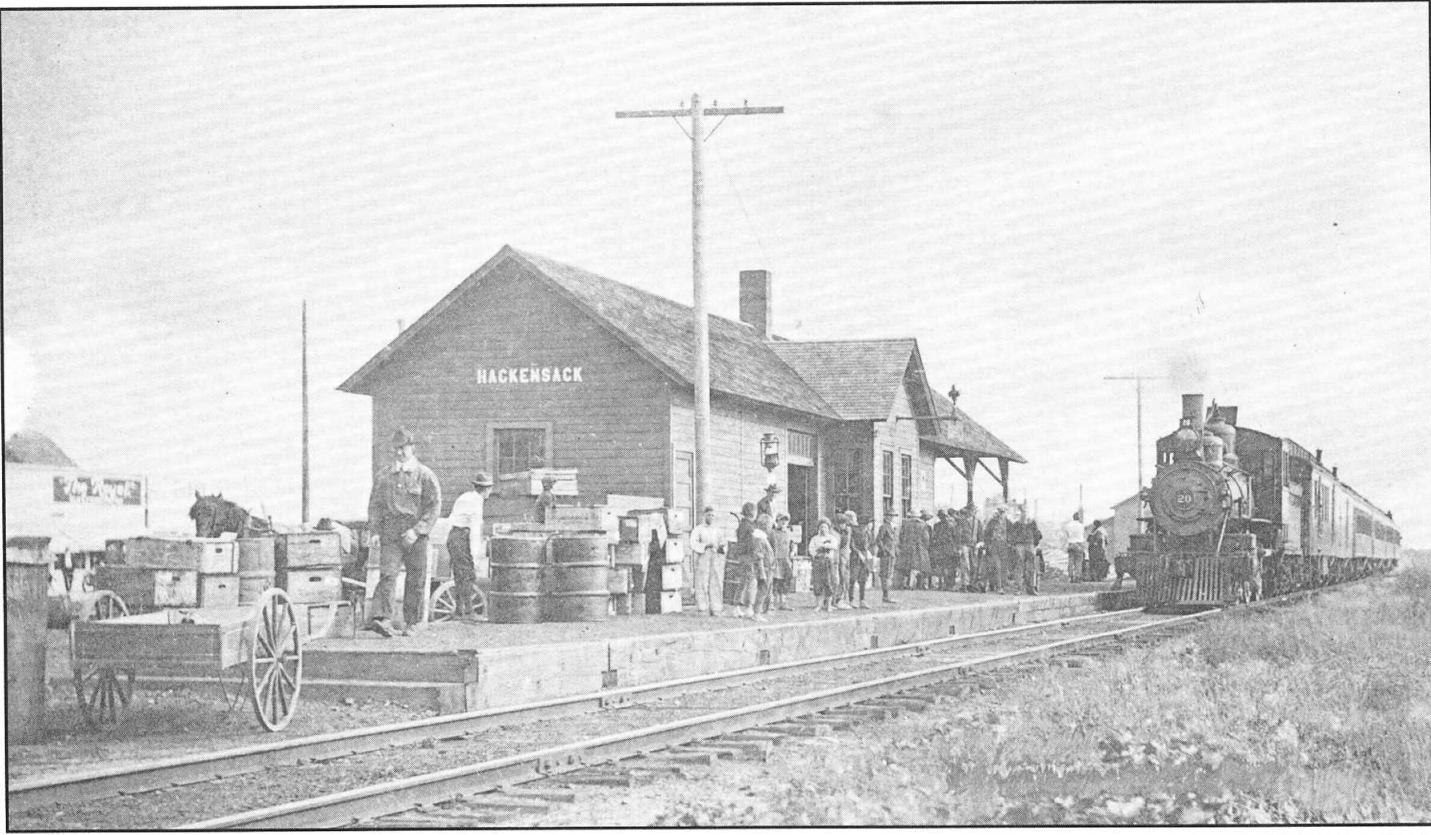




Down at the depot, in old postcards. All MTM collection.

Top: Clara City, on the Great Northern's Willmar-Sioux City line, in 1912.

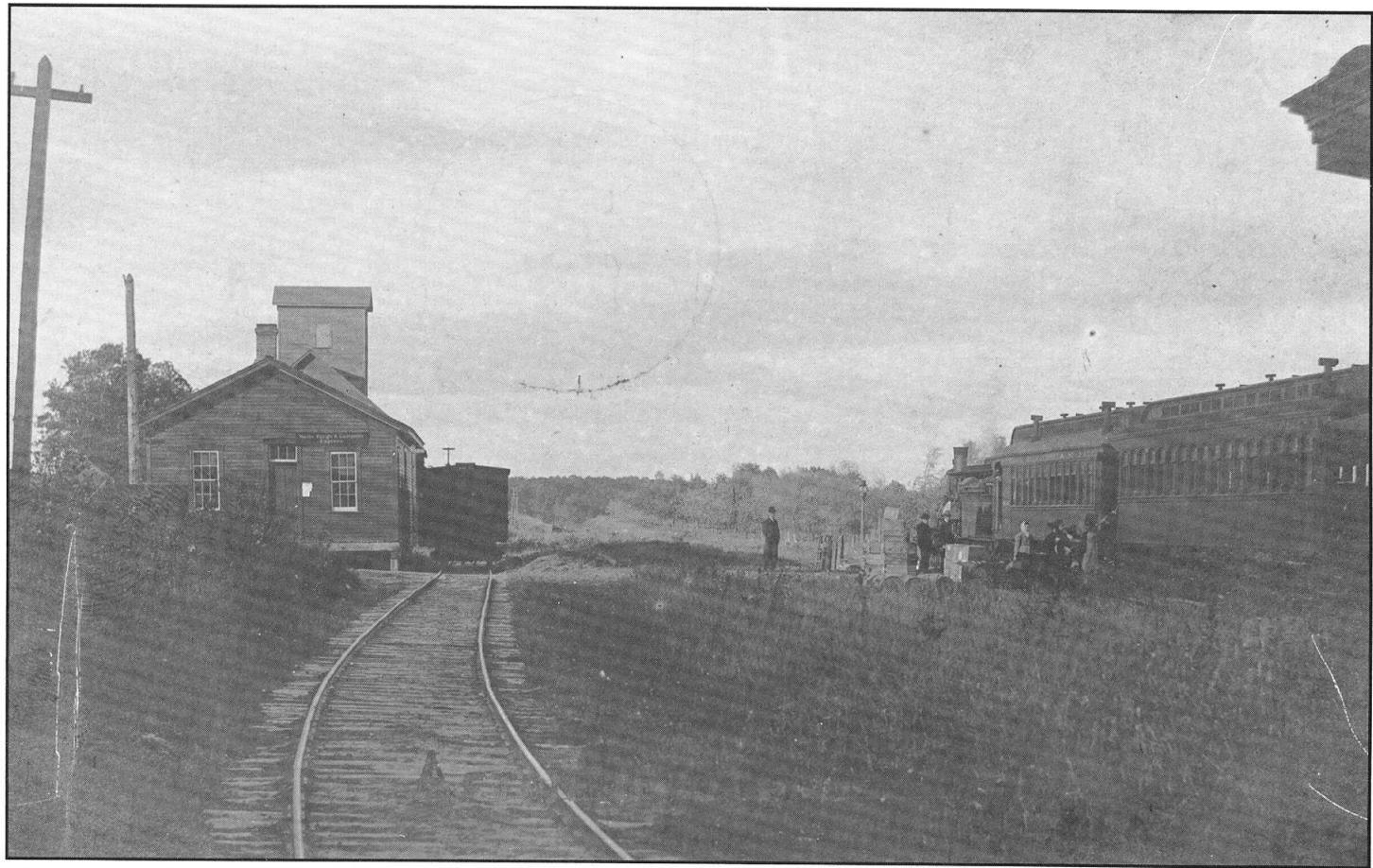
Bottom: Hackensack, on the NP's Minnesota & International subsidiary.

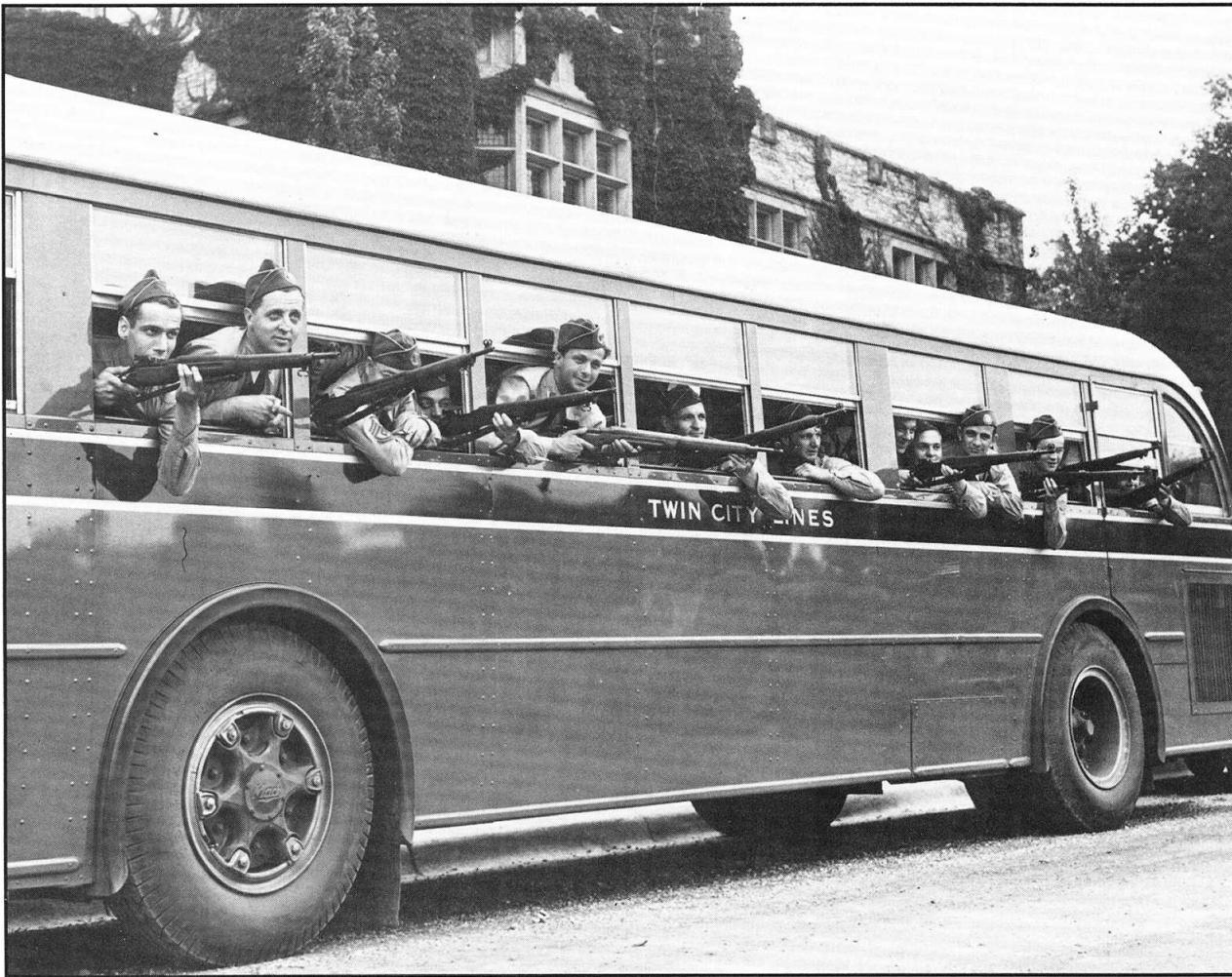




Top: St. Charles on the C&NW's Winona & St. Peter in 1913.

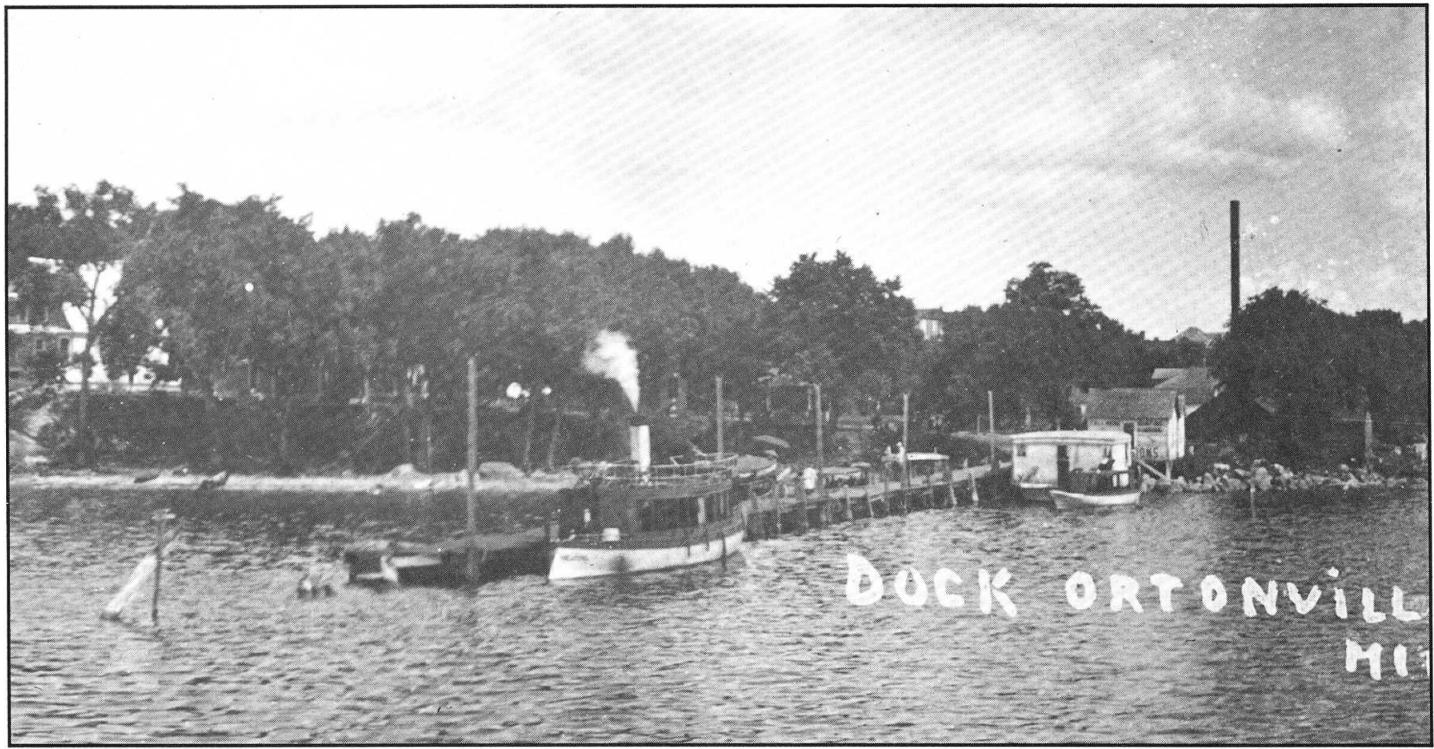
Bottom: Afton, on the Milwaukee Road Hastings-Stillwater branch, in 1909.

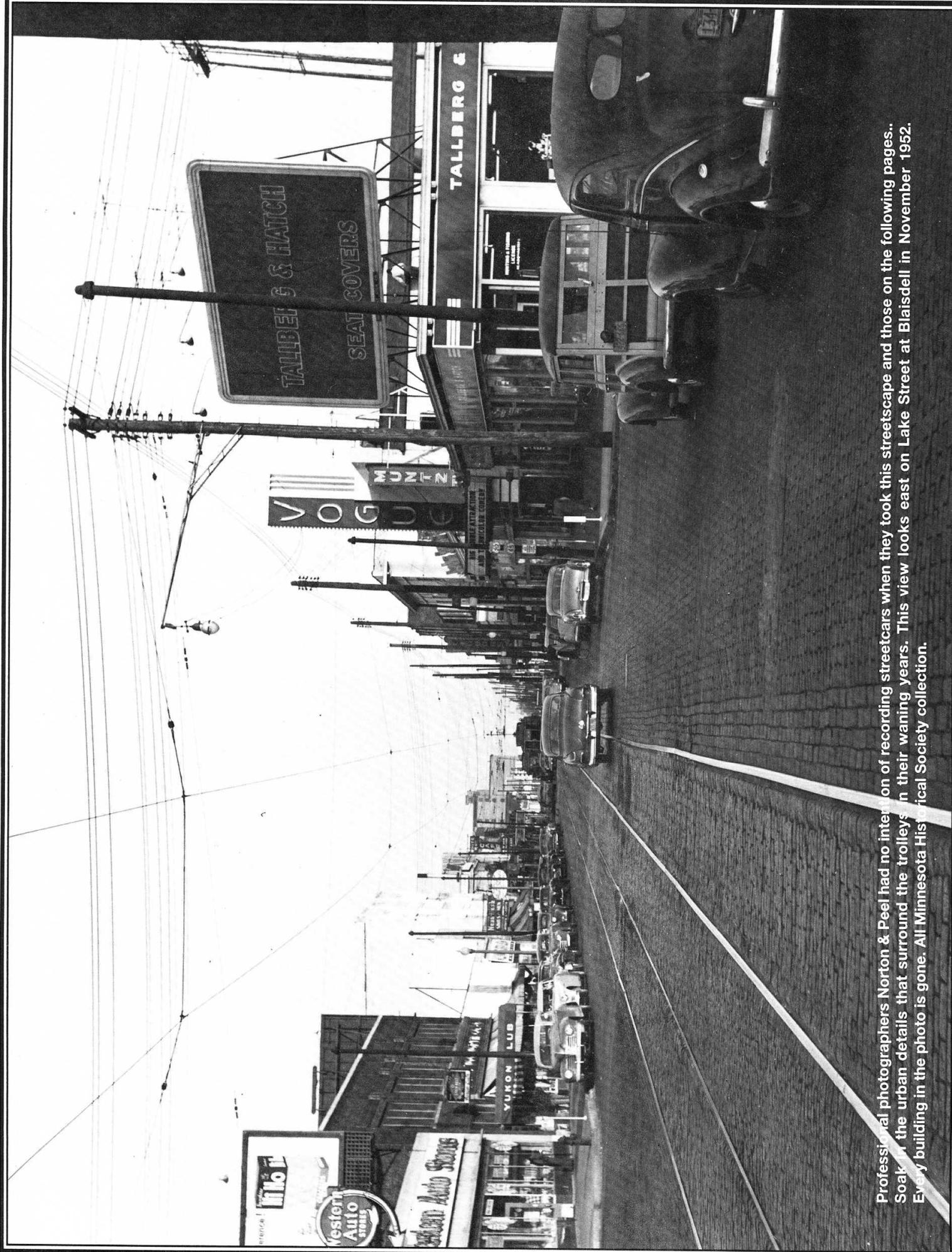




From our "War is Hell" file. New recruits clown it up during WWII. Minnesota Historical Society collection.

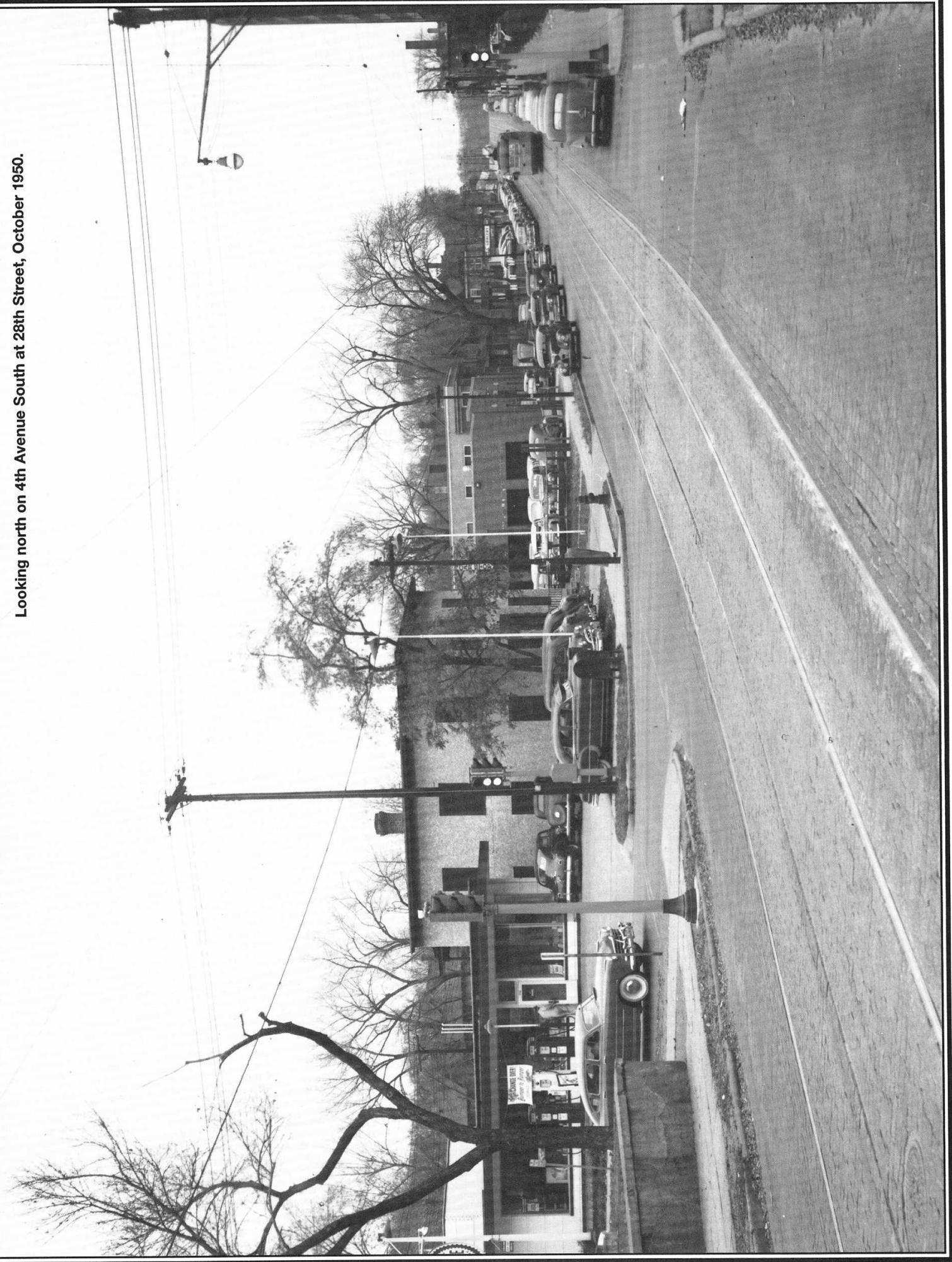
The steamer Muskegon at the Big Stone Lake dock in Ortonville. MTM collection.

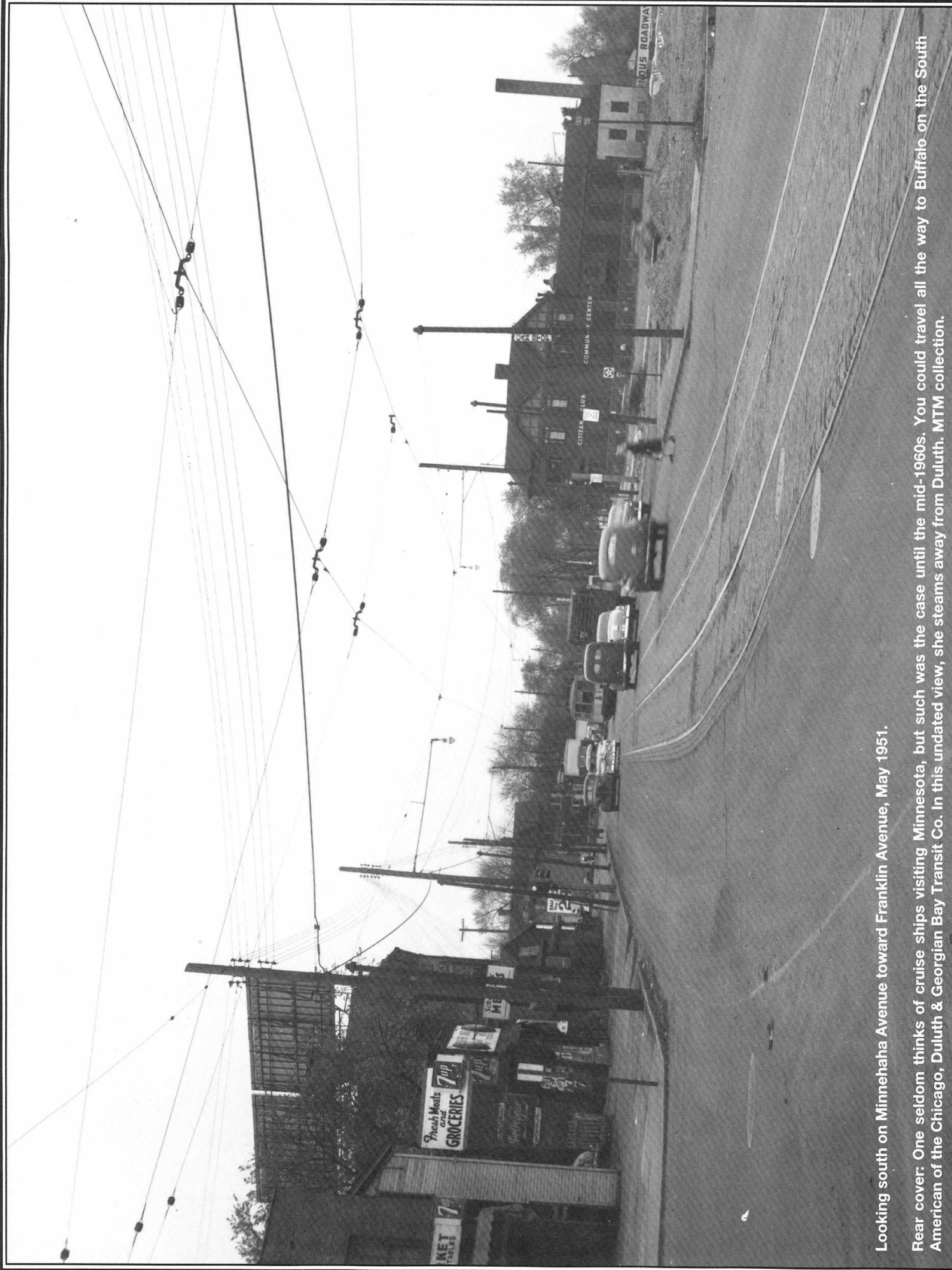




Professional photographers Norton & Peel had no intention of recording streetcars when they took this streetscape and those on the following pages.. Soak in the urban details that surround the trolleys in their waning years. This view looks east on Lake Street at Blaisdell in November 1952. Every building in the photo is gone. All Minnesota Historical Society collection.

Looking north on 4th Avenue South at 28th Street, October 1950.





Looking south on Minnehaha Avenue toward Franklin Avenue, May 1951.

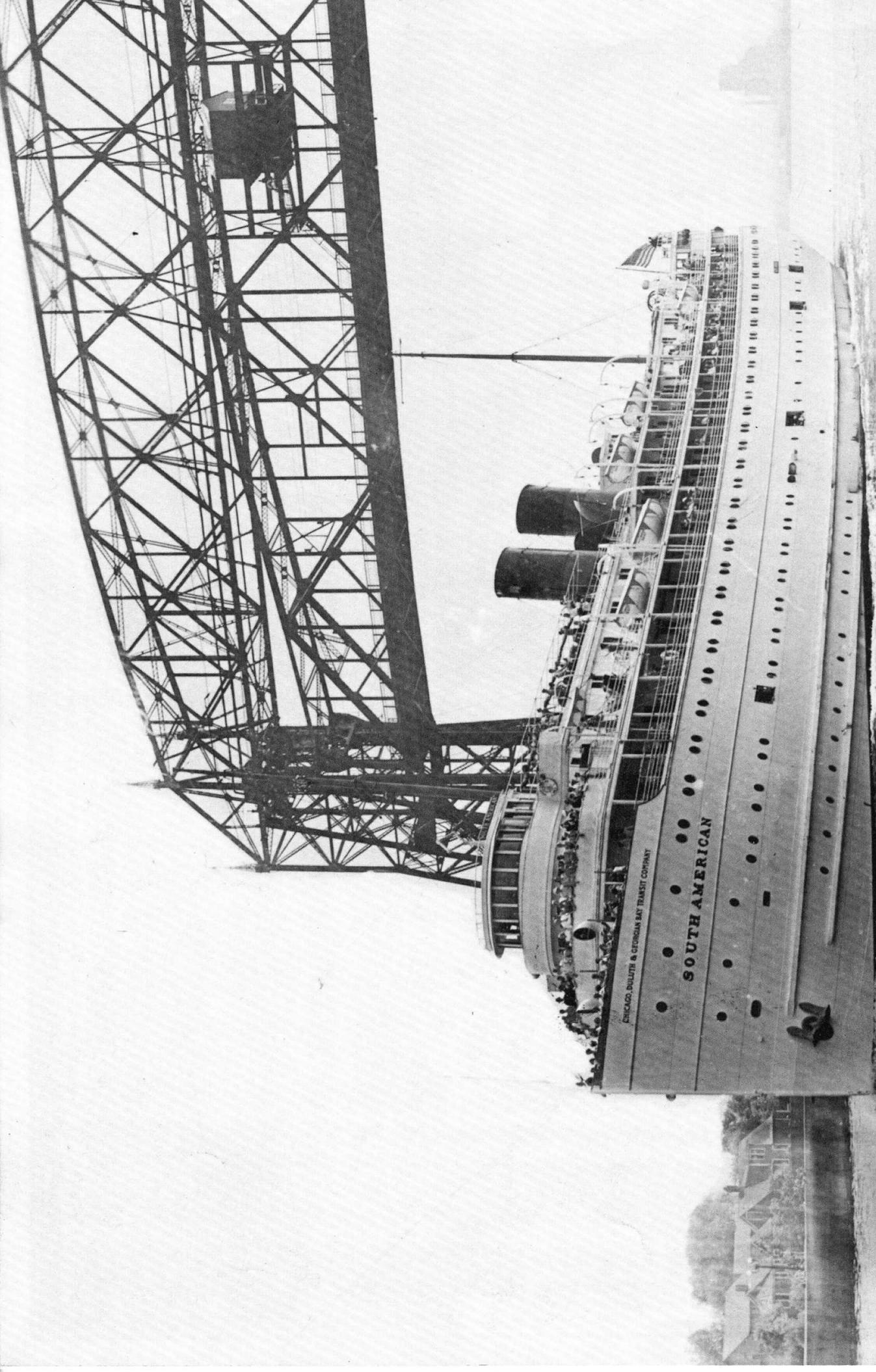
Rear cover: One seldom thinks of cruise ships visiting Minnesota, but such was the case until the mid-1960s. You could travel all the way to Buffalo on the South American of the Chicago, Duluth & Georgian Bay Transit Co. In this undated view, she steams away from Duluth. MTM collection.

South American

"Duluth America"

SOUTH AMERICAN

CHICAGO, DULUTH & GEMINI RAILROAD COMPANY





MINNESOTA STREETCAR MUSEUM

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August 2021

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